



# The Gazette of India.

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CALCUTTA, SATURDAY, OCTOBER 7, 1922.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

## PART II.

Notifications by High Court, Comptroller-General, etc.

### GAZETTE OF INDIA.

#### NOTICE.

The 27th March 1922.

On and after 8th April and until further notice, Parts I, IV and V of the *Gazette of India* and the Weather and Crop Report will be published in Simla. Parts II and III will continue to be published in Calcutta. All notifications and other matter intended for publication in those Parts should be addressed to the Publisher at Simla and Calcutta, respectively.

Attention is invited to the following Circular Memorandum of the Government of India, Home Department, of 12th October 1920 :—

In modification of the orders contained in the Home Department Circular Memorandum No 4832, dated the 18th August 1901, the undersigned is directed to request that in future all Notifications and other matter intended for publication in the *Gazette of India* may be sent to the Press not later than 4 p.m. on Thursdays. Exceptions may, however, be allowed in the case of really urgent matter which cannot be held over for the next *Gazette* but the order in such cases should be signed by an officer not below the rank of an Under Secretary or Assistant Secretary.

G. F. WINN,

Assistant Secretary to the Government of India.

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Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Part VI of the *Gazette of India* which formerly contained the Proceedings of the Imperial Legislative Council is no longer published. The Debates of the Council of State and the Legislative Assembly are now issued separately in handy book form. The price of copies of the Debates of the first Session held at Delhi during February and March 1921 varies according to the size of the publication; that of future issues has been fixed at eight annas for each day's Debate.

J. J. MEIKLE,  
Publisher, *Gazette of India*.

## BOARD OF EXAMINERS.

### Text-books, etc., for sale.

Except for a few which are bazaar editions, Text-books, prescribed for the examination (other than departmental) of Civil and Military officers in oriental languages (Urdu, Persian, Arabic, Hindi, Sanskrit, Assamese, Bengali and Ujya), together with annual collections of Specimens of Examination papers, are stocked by the Board of Examiners, Calcutta, and are obtainable from Messrs. Thacker, Spink & Co., Calcutta, and other principal book-sellers. A list of text-books, etc., above referred to is obtainable from the Secretary, Board of Examiners, Calcutta.

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Two fully qualified instructors are maintained by the Government of India, for the convenience of officers wishing to study Persian and Arabic. The services of these instructors may be obtained in Calcutta, on application to the Secretary, Board of Examiners.

The Arabic Instructor gives instruction in Turkish as well.

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 Malik Ram, The Linguistic, 29-A, Lewis Street, Rangoon.

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**Qualified Canarese Teacher.**

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**N.B.—**Whenever any teacher changes his address, he is requested to communicate his new address to the Board of Examiners.

Teachers whose names are preceded by an asterisk (\*) are considered especially competent to give advanced instruction in the language.

Teachers whose names are preceded by a cross (†) are out of India.

The address of a teacher, whose address is followed by a note of interrogation (?), may not be correct.

**CALCUTTA,**  
*The 18th July 1922.*

**C. L. PEART, Lieut.-Colonel,**  
*Secretary and Member, Board of Examiners.*

## CURRENCY DEPARTMENT.

Calcutta, the 4th October 1922.

Abstract of the accounts of the Currency Department on the 30th September 1922.

Circles of Issue.	TOTAL AMOUNT OF NOTES IN CIRCULATION.	RESERVE.												REMARKS.	
		COIN AND BULLION.								SECURITIES (PURCHASE PRICE).		TOTAL.			
		In India.			In England.		In His Majesty's Dominions	In transit between India, England and H. M.'s Dominions.		Held in India.	Held in England.				
		Silver Coin.	Gold Coin and Bullion.	Silver Bullion under coinage.	Gold Coin and Bullion.	Silver Bullion.	Gold Coin and Bullion.	Gold Coin and Bullion.	Silver Bullion.	Held in India.	Held in England.				
	1	2	3	4	5	6	7	8	9	10	11	12			
	R	R	R	R	R	R	R	R	R	R	R	R			
Calcutta . . . . .	55,50,36,467	10,45,29,382	4,92,35,518	3,76,22,956	..	..	..	..	..	60,92,29,696	5,84,82,360	85,90,99,912	(a) Nominal value— R10,20,81,300 of rupee paper and R53,40,00,000 Indian Treasury Bills The decrease in column 10 is due to Treasury Bills of the nominal value of Rs. 74 lakhs, which would otherwise have matured in Jan- uary 1923, having been cancelled during the week		
Cawnpore . . . . .	8,76,71,635	21,16,56,834	1,04,03,655	..	..	..	..	..	..	..	..	..	22,20,60,489		
Lahore . . . . .	13,90,88,021	10,19,03,914	1,33,51,310	..	..	..	..	..	..	..	..	..	11,52,55,224		
Bombay . . . . .	61,75,49,805	25,34,54,760	13,99,23,173	79,44,355	..	..	..	..	..	..	..	..	40,13,22,288		
Karachi . . . . .	6,46,18,335	3,57,27,666	14,69,165	..	..	..	..	..	..	..	..	..	3,71,96,831		
Madras . . . . .	12,97,08,779	9,50,94,189	2,48,60,925	..	..	..	..	..	..	..	..	..	11,99,55,114		
Rangoon . . . . .	21,39,33,270	4,87,73,094	39,43,360	..	..	..	..	..	..	..	..	..	5,27,16,454		
TOTAL . . . . .	1,80,76,06,312	85,11,39,839	24,31,87,106	4,55,57,311	..	..	..	..	..	60,92,29,696	5,84,82,360	1,80,76,06,312	(b) Nominal value— Rs. 5,88,00,000 British Treasury Bills.		
Deduct—Withdrawn from circulation by Foreign Circles and in course of remittances to Circles of Issue . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..		
TOTAL CIRCULATION R . . . . .	1,80,76,06,312													TOTAL RESERVE R . . . . .	1,80,76,06,312
increase + ; decrease — as compared with previous week's statement . . . . .	-12,77,191	+57,99,059	..	..	..	..	..	..	..	..	-70,76,250	..	..		

There was no transfer between the Paper Currency Reserve and the Indian branch of the Gold Standard Reserve during the week ending the 30th September 1922.  
 The gold in the Indian branch of the Gold Standard Reserve on the 30th September 1922 amounted to R1.00.  
 The percentage of metallic reserve to circulation is 53.06.

A. C. McWATTERS,  
 Controller of the Currency.

## GOVERNMENT OPIUM FACTORY, GHAZIPUR.

## ADVERTISEMENT.

The following drugs, manufactured at the Government Opium Factory, Ghazipur, are for sale by order of the Government of India at the undermentioned rates:—

	Rs. A.
Opium Pulvis . . . . .	20 0 per lb.
Opium Cake . . . . .	19 0 ,,,
Morphine Hydrochloride . . . . .	8 0 per oz.
" Acetate . . . . .	7 10 ,,,
" Sulphate . . . . .	7 10 ,,,
" Tartate . . . . .	9 12 ,,,
Codeine . . . . .	11 8 ,,,
Cotarnine Hydrochloride or Stypticin . . . . .	6 0 ,,,

Transit and packing charges are in addition to the above prices.

Drugs below the value of Rs. 50 are sent by V. P. P.; above this value a remittance must accompany order. The attention of the medical profession is specially invited to Cotarnine Hydrochloride which is exempted from the operation of the Opium rules.

For issue of the other drugs a permit or license must accompany order.

G. O. B. POWER,  
Managing Director.

## IMPERIAL BANK OF INDIA.

Statement of the Affairs of the Imperial Bank of India on the 29th September 1922.

LIABILITIES.			ASSETS.		
	Rs.	A. P.		Rs.	A. P.
Subscribed Capital . . . . .	<u>11,24,56,000</u>	0 0	Government Securities . . . . .	<u>8,75,62,000</u>	0 0
Capital paid up . . . . .	<u>5,62,30,000</u>	0 0	Other authorized securities under the Act . . . . .	<u>1,28,31,000</u>	0 0
Reserve . . . . .	<u>4,11,85,000</u>	0 0	Loans . . . . .	<u>17,93,61,000</u>	0 0
Public Deposits . . . . .	<u>18,36,10,000</u>	0 0	Cash Credits . . . . .	<u>26,71,92,000</u>	0 0
Other Deposits . . . . .	<u>79,18,93,000</u>	0 0	Inland bills discounted and purchased . . . . .	<u>4,12,45,000</u>	0 0
Loans against securities <i>per contra</i> . . . . .	<u>1,45,69,000</u>	0 0	Foreign bills discounted and purchased . . . . .	<u>9,65,000</u>	0 0
Loans from the Government of India under Section 19A of the Paper Currency Act, against Inland bills discounted and purchased <i>per contra</i> . . . . .	...		Bullion . . . . .	...	
Contingent liabilities . . . . .	...		Dead Stock . . . . .	<u>2,46,08,000</u>	0 0
Sundries . . . . .	<u>81,78,000</u>	0 0	Liability of constituents for contingent liabilities <i>per contra</i> . . . . .	...	
RUPPES . . . . .	<u>98,56,69,000</u>	0 0	Sundries . . . . .	<u>86,91,000</u>	0 0
			Balances with other Banks . . . . .	<u>9,36,000</u>	0 0
				<u>61,83,91,000</u>	0 0
			Cash . . . . .	<u>96,72,78,000</u>	0 0
			RUPPES . . . . .	<u>98,56,69,000</u>	0 0

The above balance sheet includes—

	£ s. d.
Deposits in London . . . . .	194,800 0 0
Advances in London . . . . .	1,111,500 0 0
Cash and balances at other Banks in London . . . . .	55,000 0 0

R. AITKEN,  
W. B. HUNTER,  
Managing Governors.

Percentage 41·84.

Bank Rate 4 per cent.

**IMPERIAL BANK OF INDIA.****NOTICE.**

Madras, the 26th September 1922.

The following changes in the Bank's Staff are hereby notified:—

Mr. G. R. Attwood to be Agent at Cocanada

Mr. B H. Sreeramulu to act as Agent at Vizianagram.

By order,

H. N. COLLYER,

Offg Deputy Secretary and Treasurer,  
Madras Local Board

**OFFICE OF THE CONTROLLER OF THE CURRENCY.****The Treasury, Calcutta.**

Calcutta, the 3rd October 1922.

Treasury Bills sold and paid off during the week ending 30th September 1922 and the amount outstanding at the end of the week.

[ In thousands of rupees. ]

	SOLD IN				Total paid off.	Total outstanding on the 2nd October 1922.
	Calcutta.	Bombay.	Madras.	Total.		
3 months' Bills .	...	...	...	...	...	
6 months' Bills .	19,80	1,18,60	40	1,38,80	2,19,80	78,03,35
9 months' Bills .	...	...	...	...		
12 months' Bills .	...	...	..	...		
<b>TOTAL .</b>	<b>19,80</b>	<b>1,18,60</b>	<b>40</b>	<b>1,38,80</b>	<b>(a) 2,19,80</b>	<b>(b) 78,03,35</b>

(a) Includes 74,00 on account of Paper Currency Reserve.

(b) " 59,40,00 " " " "

A. C. MoWATTERS,  
Controller of the Currency.

**THOMASON CIVIL ENGINEERING COLLEGE, ROORKEE.****NOTIFICATION.**

Roorkee, the 21st March 1917.

A Registry Office for men of the undermentioned grades is kept up by the Principal, Thomason College, Roorkee. Officers and employers of labour requiring men are requested to apply to the Principal:—

1. Engineers.
2. Overseers.
3. Sub-Overseers.
4. Draftsmen and Sub-Surveyors.
5. Tracers.
6. Men trained in—

(a) Photo-Mechanical and Lithographic Work.

(b) Workshops (both Electrical and Mechanical sides).

E. W. C. SANDES, Major,  
Principal, Thomason College, Roorkee

**CHIEF COMMISSIONER, DELHI.****NOTIFICATION.***Dated the 22nd September 1922.*

**No. 5743-Home.**—In accordance with section 11 (1) of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Chief Commissioner is pleased to publish the following draft rules which he proposes to make to regulate the use of motor-vehicles in the Province of Delhi in supersession of the rules published in Notification No. 2372-Home, dated 10th April 1915. The draft rules will be taken into consideration on the 15th November 1922, together with any suggestions or objections received by that date.

**RULES REGARDING MOTOR VEHICLES IN THE PROVINCE OF DELHI.****PART I.****PRELIMINARY.****Definitions.****1. In these rules :—**

- (1) "motor car" includes all motor vehicles other than motor cycles, road rollers and vehicles which run on rails;
  - (2) "heavy motor car" means a motor car exceeding two tons in weight when unladen;
  - (3) "light motor car" means a motor car not exceeding two tons in weight when unladen;
  - (4) "motor cab" or "taxi cab" means a light motor car which stands or plies for hire in any public place;
  - (5) "motor omnibus" or "motor stage carriage" means a motor vehicle (not being a motor-cab) which plies for hire and has seating accommodation for eight or more passengers;
  - (6) "motor lorry" means a motor vehicle which is ordinarily used for the carriage of goods;
  - (7) "motor cycle" means a motor vehicle running on not more than three wheels, and weighing not more than three hundredweights;
  - (8) "trailer" means a vehicle drawn by a heavy motor car;
  - (9) "axle weight" means the aggregate weight transmitted to the surface of the road or other base whereon a heavy motor car or trailer moves or rests by the several wheels attached to that axle when the car or trailer is laden;
  - (10) "registered axle weight" means the axle weight of the axle of a heavy motor car as registered by the District Magistrate or Registering Authority in pursuance of the rules contained in Part III of these rules;
  - (11) the expression "weight," when used in relation to a heavy motor car or a trailer, means—
    - (a) when the car or trailer is unladen, the weight of the vehicle, including all parts equipments, stores, fuel, water and accumulators, which are necessary for, or are ordinarily used with, the car or trailer when working: provided that, where alternative parts or bodies are used, the heaviest shall be taken for the purpose of calculating the weight; and
    - (b) when the car or trailer is laden, its weight when unladen, *plus* its full lawful load, including the weight of the driver;
  - (12) the expression "width," when used in relation to the tyre of a wheel of a heavy motor car, means the distance measured horizontally and in a straight line across the rim of the wheel and between the two points in the outer surface of tyre which are farthest apart;
  - (13) the expression "diameter," when used in relation to a wheel of a heavy motor car, means the diameter measured between the two opposite points in the outer surface of the tyre which are farthest apart; and
- "Registering Authority" means the Senior Superintendent of Police, Delhi.

## PART II.

## ALL MOTOR-VEHICLES.

1. (I) No motor vehicle shall be used, unless it is registered by the Registering Authority under these rules in a register kept in a form prescribed by the District Magistrate :

Provided that every motor vehicle which is in use on the date on which these rules come into force, and was registered under rules formerly in force under the rules regarding the grant of certificates of registration and of driving licenses and for the regulation of the use of motor vehicles in the Province of Delhi, or in any other province under the local Act of that province; and every motor vehicle registered elsewhere in British India under rules framed under the Indian Motor Vehicles Act, 1914, shall be deemed to have been registered under these rules.

(II) Every application for such registration under sub-rule (I) of this rule shall be in such form and shall contain such particulars as the District Magistrate or the Registering Authority may from time to time prescribe.

All motor vehicles which under these rules are ordered to be weighed or otherwise mechanically examined shall be so weighed and examined by a person or a firm to be appointed by the Registering Authority and no registration or issue of a license shall take place until such person or firm certifies that the vehicle is constructed in accordance with these rules.

(III) The fee for registration shall be Rs. 16 for a heavy motor car, Rs. 10 for a light motor car and Rs. 4 for a motor cycle, motor scooter or auto-wheel.

2. The Registering Authority shall not register any motor vehicle unless he is satisfied Compliance with rules a condition precedent to that the requirements of these rules in respect thereof have been duly met.

3. (I) No person shall drive or have charge of, or cause or permit to be used, any motor vehicle or trailer which does not in all respects conform to these rules, or which is so driven or used as to contravene any of these rules :  
Continuous compliance with rules.

Provided that, during a period of one month from the date on which these rules come into force, any failure to comply with these rules, so far as they relate to the construction or use of heavy motor cars or trailers, shall not be deemed to be a breach or contravention of the rules, if the failure occurs solely in relation to a car registered before or to a trailer which was in use on the date on which these rules come into force.

(II) No person shall drive or have charge of, or cause or permit to be used, any motor vehicle without the permission or consent of the owner.

4. If the District Magistrate or the Registering Authority, at any time after a motor vehicle has been registered, has reason to believe that it has ceased in any respect to conform to these rules, or that it is not maintained in such a condition as to prevent danger to the public, he may, after notice to the owner, direct that the registration be cancelled until the defects are remedied to his satisfaction.

5. Whenever the registered owner of a motor vehicle permanently changes his address, he must report the new address to the Registering Authority, Delhi.

**NOTE.**—This rule does not apply to owners of vehicles migrating for the hot weather, and expecting to return to Delhi.

6. Every transfer of ownership and every transfer of possession, whether temporary or otherwise, of a motor vehicle registered under these rules must forthwith be reported to the Registering Authority by the registered owner and by the transferee.

**NOTE.**—The transfer of a vehicle to a garage for repairs need not be reported.

7. The Registering Authority shall assign a distinguishing number which shall consist of the letter 'D' with a serial number following to every motor vehicle registered under these rules, and shall record the name and address of the owner.

Numbers are assigned to vehicles and not to the owners thereof; a number so assigned shall not be transferred from one vehicle to another without the sanction of the Registration Authority being first obtained:

8. (I) A general number (which shall consist of a letter) may, on payment of an annual fee of Rs. 32, be assigned to all or Makers' and dealers' numbers. any motor vehicles for the time being in the possession of any manufacturer thereof or dealer therein to be used on any such vehicle when on trial after completion, or when on trial by an intending purchaser, or when being used, by a person licensed under rule 16, for the purpose of instructing any other person in the use of the vehicle; such motor vehicle shall only ply within the limits of the Province of Delhi, and shall not ply for hire.

(II) When a general number has been assigned under this rule, the manufacturer or dealer aforesaid shall also distinctively mark every vehicle covered by the general number by an additional serial number or numbers.

(III) Every such manufacturer or dealer shall maintain a register containing the following particulars with respect to every motor vehicle so numbered and marked which leaves his premises, namely—

- (a) the date and time when the vehicle goes out;
- (b) the name of the person in charge thereof;
- (c) the purpose for which the vehicle is sent out;
- (d) the date and time of the return of the vehicle to the premises; and
- (e) the distinguishing number and letter or letters affixed to the vehicle,

(IV) This register shall be open to inspection on the demand of any Police Officer of or above the rank of Sergeant or Sub-Inspector.

9. (I) No motor vehicle shall be used, unless the number assigned to it under rule 7, and the letter or letters (if any) required by rule 8 (II) be attached in a conspicuous place to the satisfaction of the District Magistrate or the Registering Authority in large black figures on a white ground legible at a reasonable distance on the front and back of the car or cycle and on the back of any vehicle drawn by the car or cycle.

(II) The said numbers and letters must be, in the case of motor cars, of a uniform thickness of  $\frac{3}{8}$  inch, and  $3\frac{1}{2}$  inches high; and in the case of motor cycles,  $1\frac{1}{2}$  inches high and at least  $\frac{1}{2}$  of an inch broad in every part.

(III) The horizontal space taken up by each figure contained in such number (except the figure 1) and by each such letter must be at least  $2\frac{1}{2}$  inches, and the space between adjoining figures must be at least half an inch.

(IV) The said numbers and letters must have a margin of half an inch both above and below them, and a margin of one inch on either side.

(V) On a motor cycle the front number and letter or letters may be shown on each side of a plate projecting forward.

(VI) During the time when lamps are required by rule 13 to be kept lit, the number and letter or letters at the back of a motor car, or of a vehicle drawn behind a motor car or motor cycle, and the number in front of a motor cycle, shall be illuminated in a manner to be approved by the Registering Authority so as to be legible at a reasonable distance.

(VII) The numbers and letters referred to in this rule shall not be in any way obscured or rendered or allowed to become not easily distinguishable.

10. No motor vehicle shall be used, unless it is—

(a) so constructed as to admit of its being at all times under full control so as to prevent undue interference with passenger or other traffic, and  
Construction and maintenance.

(b) maintained in such a condition as to prevent danger to the public or to any person riding on the vehicle.

Width of motor vehicle or trailer. 11. The width of a motor vehicle or trailer as measured between its extreme projecting points shall not exceed seven feet six inches.

12. No motor vehicle shall be used, unless it is provided with two independent brakes or other means of stoppage, approved by the Registering Authority, in good working order, and of such efficiency that the application of either will be capable of forthwith stopping the vehicle:

Provided that one brake shall suffice for a heavy motor-car propelled by steam.

13. (I) To every motor car when in use at night shall be affixed—

Two lamps, one on either side, each exhibiting a white light visible to a reasonable distance forward and a red light visible to a reasonable distance in the reverse direction. If the two lamps do not exhibit a red light as above, there shall be attached to the back of the car one lamp showing a red light visible to a reasonable distance behind.

(II) To every motor cycle when in use at night shall be attached a lamp throwing a white light to a reasonable distance forward, and a lamp showing a red light to a reasonable distance behind.

(III) To every vehicle attached to a motor cycle when in use at night shall be affixed—

(a) if the vehicle is drawn behind a motor cycle, a lamp showing a red light to a reasonable distance to the rear;

(b) if the vehicle is attached in front of a motor cycle, two lamps, one on either side each exhibiting a white light visible to a reasonable distance forward and a red light visible to a reasonable distance in the reverse direction;

- (c) if the vehicle is attached to the side of a motor cycle, one lamp on the side of the vehicle furthest from the motor cycle, exhibiting a white light visible to a reasonable distance forward and a red light visible to a reasonable distance in the reverse direction.
- (IV) All head lights, other than head lights lit by oil or candle, attached to or carried on any motor car or motor cycle, must be capable of being hooded or screened to the satisfaction of the Registering Authority :

Within the limits of Queen's Road, Lothian Road, Alipore Road, Rajpore Road and The Mall, all head lights must be screened or hooded, or reduced to half-brilliancy.

- (V) So long as a motor car or motor cycle is in use during the period between half an hour after sunset and half an hour before sunrise, all lamps shall be kept lit and free from obstructions.

14. Every motor vehicle shall carry a bell or other instrument capable of giving audible and sufficient warning of the approach or position Bell or horn. of the car or cycle, and the driver shall sound such instrument whenever it may be necessary to do so :

Provided that the District Magistrate or Registering Officer may interdict, after such examination and inquiry as is found necessary, the use within the limits of the Delhi Municipality or the Notified Area and in Raisina or New Cantonment of such types of horns, sirens, whistles or similar appliances on motor vehicles as are likely to constitute a public nuisance.

15. Within the limits mentioned in rule 14, the use is prohibited with any motor car or motor-cycle of any cut-out, fitting or other apparatus or device which will allow the exhaust gases from the engine to escape into the atmosphere without first passing through a silencer, expansion chamber or other contrivance, suitable and sufficient for reducing so far as may reasonably be practicable the noise which would otherwise be caused by the escape of the said gases.

16. (1) No person shall drive a motor vehicle unless he holds a subsisting license, granted by the Registering Authority or other competent authority authorizing him to drive a motor vehicle, and no person shall employ anyone to drive a motor vehicle who does not hold such a license.

Such license will not have effect for a longer period than one year and will in all cases expire on the 31st March next, following the date on which the license is granted. In every license it shall be stated whether the licensee is authorized to drive motor cars, motor omnibuses, motor lorries or motor cycles.

- (II) There shall be payable for every license granted under these rules a fee of Rs. 5 in respect of a motor car and Rs. 2 in respect of a motor cycle, motor scooter and autowheel. A fee of Rs. 2 shall be paid for a renewal of a license and a fee of annas eight for any duplicate of a license.

- (III) Licenses to drive a motor vehicle may be obtained by drivers of over the age of 18 on application to the Registering Authority. The applicant will be required to give proof of his competence to drive a motor vehicle, and may be required by the Registering Authority to undergo an examination and satisfy the examiner :—

- (i) that he is a competent and careful driver by driving the vehicle under the examiner's observation ;
- (ii) that he possesses a general knowledge of the vehicle he intends arriving ;
- (iii) that he has a knowledge of the law affecting motor vehicles, as well as a knowledge of the rules of the road.

- (IV) The Registering Authority may, if he considers it necessary, grant a provisional license and direct that a second examination be held after a period of time to be stated in the license.

- (V) A driving license may be renewed by application made with the prescribed fee to the Registering Authority on, or within a period of one month before, the date of expiry of the license. The renewed license shall continue in force for a further period of twelve months.

- (VI) If no such application is made within the time prescribed the person shall, if he desires to possess a license, be required to take out a new license under sub-rule (I) and be liable to pay a fee of Rs. 5 for such license. He shall also be liable, in the discretion of the Registering Authority, to pass a further test for driving for which a fee of Rs. 2 shall be charged.

- (VII) Any such license may be cancelled by the Local Government, or suspended for such period as the Local Government may deem necessary, if the holder is convicted of :—

- (i) any offence punishable under the Indian Motor-Vehicles Act, 1914, or any other act relating to the use of a motor vehicle ;

- (ii) any offence punishable under any other Act, involving—  
 (a) danger to human life, or  
 (b) hurt or injury to any person or animal, or  
 (c) damage to any goods carried in any vehicle or by any person, or  
 (d) obstruction to traffic in any street or public place :

Provided that such offence is committed whilst the offender is driving a motor car or riding a motor cycle, or is in charge thereof.

(VIII) There shall be separate license for professional drivers bearing the photograph of those drivers, and details other than those required for private drivers.

(IX) No unlicensed person shall drive a motor vehicle in order to receive instruction, and no person shall instruct an unlicensed person to drive a motor vehicle, in any public place within the limits of the Delhi Municipality, the Notified Area, or the Imperial Delhi Municipality except within the hours of 6 A.M. and 9 A.M.

17. No motor vehicle shall be driven recklessly or negligently, or at any speed or in any manner which is likely to endanger human life or to cause hurt or injury to any person or animal or damage to any goods carried in any vehicle or by any person, or which would be otherwise than reasonable and proper with due regard to all the circumstances of the case, including the nature, condition and use of the street or public place and the amount of traffic which is actually on it at the time or which may reasonably be expected to be on it.

18. The driver or person in charge of a motor vehicle shall not carry any attendant or other person on the footboard or any other portion of the vehicle except within the body thereof or in any seat provided on the near side or behind the vehicle which has been passed by the Registering Authority.

19. (I) Within the limits of the Delhi Municipality, the Notified Area and the Imperial Delhi Municipality, no light motor car or motor cycle shall be driven at a greater speed than 15 miles an hour.

(II) The speed limit on all roads within the city walls is restricted to 10 miles an hour except from the junction of the Hamilton and Lothian Roads to the Delhi Gate.

(III) No heavy motor vehicle having non-resilient tyres shall be driven at a greater speed than 5 miles an hour within the above Municipal limits.

(IV) No heavy motor vehicle having all its wheels fitted with pneumatic tyres, or with tyres made of a soft or elastic material, shall be driven at a greater speed than

- (a) 6 miles an hour, if the registered axle weight of any axle exceeds six tons ;  
 (b) 12 miles an hour, in other cases :

Provided that in the case of motor omnibuses or other heavy motor vehicles with resilient tyres carrying passengers the maximum speed limit shall be 12 miles an hour.

(V) Every light or heavy motor car, which is the property of the Municipal Fire Brigade, or of any other Fire Brigade especially exempted by the Local Government in this behalf, shall be exempted from the speed limit imposed under this rule in respect of such vehicles, when employed for the ordinary purposes of the Fire Brigade.

20. No person shall cause or permit the emission of smoke or visible vapour from a motor vehicle in such quantity as to cause annoyance or danger to the public.

Rule of the road.

21. The driver of a motor vehicle shall keep on the left side of the road ; provided that—

- (a) he shall keep to the right of any vehicle or horse proceeding in the same direction which he desires to pass ; and  
 (b) he may pass any tram car or other vehicles running on fixed rails on whichever side thereof he may consider necessary or expedient, having due regard to the circumstances of the case and to the safety and convenience of other users of the road.

22. No motor vehicle shall be driven on any footway or in any street or other public place where the use of motor vehicles is prohibited by the District Magistrate.

23. The driver of a motor car shall not cause the car to travel backwards for a greater distance or time than is consistent with the public Motor car travelling backwards. safety.

24. (I) The person in charge of a motor vehicle shall cause the vehicle to stop and to remain stationary so long as may reasonably Stopping upon request or when accident occurs be necessary—

- (a) when requested to do so by any police officer in uniform, for the purpose of regulating traffic or of ascertaining the name and address of such person, or for any other reasonable purpose, or

- (b) when requested to do so by any person having charge of a restive horse, or  
 (c) when the presence of the vehicle has caused an accident to any person or to any animal or vehicle in charge of any person.

(II) The request referred to in clauses (a) and (b) of sub-rule (I) may be made by such police officer or person putting up his hand as a signal to stop, or at night in such manner as the District Magistrate or the Registering Authority may direct.

(III) The person in charge of a motor vehicle on the request of any police officer in uniform, or on the occurrence of an accident such as is referred to in clause (c) of sub-rule (I) on the reasonable request of any other person, shall—

- (a) truly state his name and address, and the name, place of abode, and business of the owner of the vehicle, and  
 (b) give all possible immediate assistance to any person injured by any such accident and, if necessary, help in conveying him to a hospital.

25. The person in charge of a motor vehicle shall not allow it to stand in any street or standing in street or other public place. other public place so as to cause undue obstruction.

26. No motor vehicle shall be allowed to stand in any street or other public place. Leaving motor vehicle unattended in street or other public place. unless it is attended by a person holding a subsisting license granted under rule 16, except when the mechanism of such vehicle has been stopped.

27. The person in charge of a motor vehicle shall obey all directions of police officers in uniform posted or stationed at crossings or other places for the regulation of traffic. Obedience to directions of police.

28. In the case of professional drivers of motor vehicles, every change of address shall be notified to the office of the Registering Authority.

### PART III.

#### HEAVY MOTOR CARS.

Additional rules as to registration of heavy motor cars. 1. (I) For the purpose of the registration of heavy motor cars—

- (a) the register of motor vehicles prescribed by rule 1, sub-rule (I), in Part II shall contain a separate part, which shall be in such form as may be prescribed by the District Magistrate, or the Registering Authority; and  
 (b) the application referred to in rule 1, sub-rule (II), in Part II shall contain a declaration by the applicant of—  
 (i) the weight of the car when unladen,  
 (ii) the axle weight of each axle,  
 (iii) the diameter of each wheel, and  
 (iv) the width and material of the tyre of each wheel.

(II) This declaration shall be made in the form prescribed by the District Magistrate or the Registering Authority.

(III) Before a heavy motor car is registered, the weight of the car when unladen, and if the District Magistrate, or the Registering Authority so directs, the axle weight of each axle of the car, shall be ascertained by or in the presence of an officer appointed in this behalf by the District Magistrate.

(IV) The said officer shall certify the weights or weight so ascertained and shall make any necessary correction in the statement of weights declared by the owner, and shall also satisfy himself that the tyres of wheels of the car, if the tyres are not pneumatic nor made of a soft or elastic material, are of the dimensions required by rule in this Part.

(V) The owner of the car shall, for the purposes of sub-rules (III) and (IV) of this rule, cause the car to be driven or brought to any such place as the District Magistrate may appoint.

(VI) Upon the registration of a heavy motor car—

- (a) the weight of the car when unladen, as certified under sub-rule (III) of this rule;  
 (b) the axle weight of each axle, as so certified, or (if not so certified) as declared by the owner of the car;  
 (c) the diameter of each wheel;  
 (d) the width and material of the tyres of each wheel; and  
 (e) the highest rate of speed of which, in conformity with rule 19, in Part II, the car may be driven, shall be entered in the register of motor vehicles.

(VII) The registration of a heavy motor car shall continue in force for a period of not more than twelve months from the date thereof; and on the expiration of that period the car shall be re-registered before it is again used on the street, half the initial registration fee being payable on such re-registration. Such re-registration shall continue in force for a period of not more than twelve months from the date thereof; but further re-registration may be effected annually on payment of the said half fee.

2. (I) Upon receiving from the Registering Authority a copy of the entries made in the register relating to a heavy motor car, the owner of the car shall cause to be painted or otherwise plainly marked in a conspicuous place—

(a) on the right or off side of the car—

(i) the registered weight of the car when unladen, and

(ii) the registered axle weight of each axle, and

(b) on the left or near side of the car—

(i) the highest rate of speed at which, in conformity with rule 19, in Part II the car may be driven, and

(ii) the owner's name and address.

(II) The said marking shall be made in letters and figures not less than one inch in height, and of such shape and colour as to be clearly legible and clearly distinguishable from the colour of the ground whereon the said marking is made.

(III) The owner of the car shall cause the said marking to be from time to time repaired or renewed as often as may be necessary to keep the letters and figures clearly legible and clearly distinguishable.

3. (I) Notwithstanding anything contained in the proviso to sub-rule (I) of rule 1, in Fresh registration of, or grant of certificate for heavy motor cars which were registered under former rules. Part II, the owner of every heavy motor car which is in use on the date on which these rules come into force and was registered under rules formerly in force under the Delhi Motor Vehicle Rules of 1915 must within one month from that date either—

(a) apply to the Registering Authority for the registration of the car under these rules, or

(b) cause the car to be taken to the Registering Authority, or to an officer appointed by him in this behalf, for the purpose of obtaining a certificate showing that the provisions of rules 1 and 2 in this Part have been sufficiently complied with in respect of the car.

(II) Also notwithstanding anything contained in the proviso to sub-rule (I) of rule 1, in Part II, the owner of every heavy motor car registered in any Province other than Delhi, under the Motor Vehicles Act of that Province or under rules framed in that Province under the Indian Motor Vehicles Act, 1914, and brought into Delhi after the date on which these rules come into force must, before the vehicle is brought into use in the Province of Delhi, either—

(a) apply to the Registering Authority for the registration of the car under these rules, or

(b) cause the car to be taken to the Registering Authority, or to an officer appointed by him in this behalf, for the purpose of obtaining a certificate showing that the provisions of rules 1 and 2 in this Part have been sufficiently complied with in respect of the car.

Provided that this sub-rule shall not be held to apply to a heavy motor car registered in another Province, which is merely passing through or casually visiting Delhi, and is not being brought into regular use in the Delhi Province.

(III) If the Registering Authority is satisfied that the provisions of rules 1 and 2 in this Part have been sufficiently complied with in respect of a car brought to him under either of the two foregoing sub-rules, he may grant a certificate to that effect and thereupon the car shall be deemed to have been registered under these rules and the Registering Authority shall cause to be made in the register of motor cars such entries in respect of the car as are required by sub-rule (b) of rule 1 in this Part.

(IV) Until it has been registered under these rules or the certificate referred to in sub-rule (III) has been obtained, no heavy motor car shall be used except for the purpose of being taken to be registered or examined for the purposes of sub-rule 1 or 2 of this rule.

(V) The previous registration of all heavy motor cars in use on the date on which these rules come into force shall one month thereafter be deemed to have been cancelled, unless the provisions of this rule have been complied with.

Axle weight of heavy motor car. 4. (I) The axle weight of a heavy motor car shall not exceed the registered axle weight.

(II) the weight of a heavy motor car without load shall not exceed 4 tons.

(III) the weight of a heavy motor car with full load shall not exceed 8 tons.

- (IV) The greatest axle weight (registered axle weight) shall not exceed 6 tons.
5. (I) The width of the non-resilient tyre of each wheel of a heavy motor car shall be not less than six inches and the tyres of the wheels on the same axle shall be of equal width.  
 Tyres of heavy motor car.
- (II) The permissible axle load shall not exceed five hundred weights for each inch in width of the combined width of the two tyres of the axle in question.
6. The diameter of the wheels of a heavy motor car, if they are fitted with a tyre which is not pneumatic nor made of a soft or elastic material, must be not less than two feet six inches.  
 Diameter of wheel of heavy motor car.
7. When any authority who is liable for the repair of a bridge affixes or sets up in suitable and conspicuous positions on the bridge and on each approach to the bridge, notices stating that the bridge is insufficient to carry any heavy motor car, or a heavy motor car the registered axle weight of any axle of which exceeds such weight as may be specified in such notices, the owner of any such car shall not cause or suffer the car to be driven, and the person driving or in charge of any such car shall not drive the car upon the bridge, except with the written consent of the said authority.
8. No heavy motor car, except conservancy motor cars belonging to the Municipality of Delhi, shall be driven on any of the streets and public places within the area of the City or Sadar Bazar except on the Elgin Road, Faiz Bazar, Chandni Chawk from the Fort up to Esplanade Road crossing, Lothian Road from the Lothian Bridge to the junction of Hamilton Road, the Hamilton Road, the Moi Gate Bazar, the Dufferin Bridge, the Queen's Road, the Burn Bastion Road, and the Kutub Road.
9. Not more than one trailer shall be drawn by any motor car :  
 Restriction of use of trailers.
- Provided that the Registering Authority may, by order, for special reasons to be recorded by him, permit more than one trailer to be drawn by any such car upon such conditions (if any) as may be specified in such order.
10. The owner of every trailer shall cause to be printed or otherwise plainly marked on a conspicuous part of the right or off side of the trailer, in letters and figures not less than one inch in height, and of such shape and colour as to be clearly distinguishable from the colour of the ground whereupon the said marking is made :—
- (a) the weight of the trailer when unladen, and  
 (b) the axle weight of each axle of the trailer, if the weight when unladen exceeds one ton ;
- and shall cause the said marking to be from time to time repaired or renewed, as often as may be necessary to keep the said letters and figures clearly legible and clearly distinguishable.
- Axle weight of trailer.
11. The greatest axle weight of a trailer shall not exceed four tons.
12. (I) Whenever the Registering Officer, or any officer duly authorized by him in this Power of Registering Officer or his office to ascertain axle weight of heavy motor car or trailer at any time, he may—  
 behalf, has reasonable ground for suspecting that the greatest axle weight for the time being of any heavy motor car or trailer drawn thereby exceeds the registered or marked axle weight
- (a) require the person driving or in charge of the car to drive the car, or cause it to be driven, with or without the trailer, to a weighing machine, and  
 (b) cause the greatest axle weight for the time being to be ascertained.
- (II) The person driving or in charge of such car shall comply with any such requirement, and shall to the best of his ability afford all such facilities as may reasonably be necessary for the purpose of ascertaining the axle weight as aforesaid.
13. To every trailer exceeding one ton in weight when unladen, the wheels of which are fitted with tyres which are not pneumatic nor made of soft or elastic material, sub-rules (I) and (II) of rule 5 in this Part shall apply, with the substitution—
- (a) of three inches for six inches as the minimum width of the tyres, and  
 (b) of reference to the axle weights marked upon the trailer in pursuance of rule 10 for the references to registered axle weights.
14. Rule 6 shall apply to every trailer exceeding one ton in weight when unladen, the wheels of which are fitted with tyres which are not pneumatic nor made of a soft or elastic material.

25. Effective means shall be provided in every motor cab for preventing the heat of the motor or of the exhaust pipe connection from injuriously affecting other parts of the cab or interfering with the comfort of passengers. All wires carrying electric current must be properly insulated and protected from injury, and so placed that they cannot be a source of danger.

26. The outlet from the silencer shall not, in any motor cab, be so placed as to project the exhaust directly on to the road, or be so placed or directed as to alarm horses that may be immediately behind the cab.

27. Every motor cab shall have at least one driving wheel fitted with an approved means of preventing or limiting side-slip, and shall carry at least one spare inflated tyre and rim or other approved device which can, if necessary, be quickly fitted to any wheel.

28. Every motor cab in which there is a partition between passenger and driver shall be provided with a means of communication between them.

29. Every motor cab shall be provided with adequate means for the conveyance of a reasonable quantity of luggage, and with a sufficient number of chains, straps or other means of securing such luggage. No luggage shall be carried on the roof of the cab, unless there has been affixed thereto a guard rail of a type approved by the Registering Authority or by such officer as he may empower in this behalf.

30. Where acetylene or other gas is used to light the carriage, the cylinders or vessels which contain the gas or in which it is generated must be fixed outside in such a position as to minimize the danger of accidental ignition.

31. No celluloid or xylonite fittings shall be placed inside or outside any motor cab:

Provided that this rule shall not apply to the inside of the accumulators contained in such cab.

32. No printed or written matter other than the sanctioned rates for hire or these rules shall appear on the outside of a motor cab or be carried by way of advertisement. Small advertisements of a pattern to be approved by the Registering Authority may, however, be exhibited within the cab.

33. The cushions of the seats in every motor cab shall be covered and stuffed with suitable material to be approved by the Registering Authority or by such officer as he may empower in this behalf.

34. The doors, windows, seats, roof, springs, wheels, cushions, linings, panels, etc., and all furniture and appointment of a motor cab, shall be in proper order and repair, the paint and varnish in good condition and the inside perfectly clean. The floor shall be covered with a mat of rubber, coir or other suitable material.

35. The Senior Superintendent of Police may prohibit the use of a motor cab which is in his opinion unfit to ply for hire until such time as the defects are remedied to his satisfaction.

36. The carrying capacities of all motor cabs shall be fixed by the Registering Authority.

37. The driver of a motor cab immediately after any hiring shall carefully search for any property accidentally left in it, and shall take the same within 24 hours, if not sooner claimed by the owner, to the nearest police station.

38. The drivers at motor cab stands shall observe the following rules, namely:—

(I) The drivers of the first two motor cabs on the stand must stay beside their cabs and must be ready to be hired at once by any person.

All motor cabs on the stand must move up as vacancies occur:

Provided that a hirer wishing to hire any particular car on the stand may do so.

(II) No motor cab engaged for some future time shall remain on the stand unless the driver is willing to accept any intermediate hiring that may be offered.

(III) No disabled motor cab shall remain on the stand unless such disablement is strictly temporary, and can be and is remedied at once. If the disablement is not of such a nature, a notice (in a form to be approved by the Registering Authority) shall be at once placed on the cab, to the effect that it cannot be used, and will be removed for repair.

Provided that no hired cab shall be suffered to stand across any street or thoroughfare or opposite the entrance of any street or carriage way.

39. No driver of a motor cab shall—

(a) be drunk during his employment,

(b) make use of insulting or abusive language or gesture,

(c) stand (elsewhere than at some stand or other place appointed for the purpose) or loiter for the purpose of being hired, in or upon any public street or road or place,

as to correctness of fittings, and of subjecting to a practical roadtest over a measured distance of one mile and a time test of not less than half an hour. If found to be correct, the taxi-meter and its fittings shall then be sealed to the motor cab in such a manner that it cannot be removed or tampered with without the seals being broken or removed.

10. Every taxi-meter shall at the end of each period of six months (the first of such periods commencing from the date of the test referred to in rule 9) be submitted to a test similar to that prescribed by rule 9:

Provided that every taxi-meter shall, at any time, if so required by the Registering Authority, be submitted to him or to such officer as he may empower in this behalf, for the purpose of undergoing such test or any portion thereof.

11. The owner of every motor cab shall cause to be kept in the cab, for the inspection of the public, a register in which the testing officer referred to in rule 9 shall, after each of the tests prescribed in rules 9 and 10, enter the date and result of such test.

12. Every motor cab shall be provided with a light so placed as to illuminate the taxi-meter at night.

13. In every motor cab there shall be available for the inspection of customers a list of rates, and the fare charged for the hire of the motor shall not exceed the maximum fare calculated according to the scale of such of the said rates as may be applicable.

14. The driver of every motor cab shall, as soon as he is hired and no sooner, set the taxi-meter in motion, and upon the termination of the hiring shall immediately stop the same. If he neglects or fails to do so, he shall be deemed to have committed a breach of this rule. But if a motor cab is called from a garage or a stand to take up a passenger at any place less than 500 yards from the garage or stand, the taxi-meter shall not be set in motion until the motor cab shall arrive at such place and be ready to take up the passenger:

Provided that in the event of a motor cab whilst hired being unable to proceed from any mechanical derangement or tyre failure, either temporarily or otherwise, the driver shall at once stop the mechanism of the taxi-meter as against the hirer, and shall not restart the same until such time as the defect is remedied.

15. A driver of a motor cab shall, in the absence of reasonable cause to the contrary, proceed to the destination named by the hirer and by the shortest and quickest route.

16. The brakes of a motor cab shall be so affixed as to be capable of easy application. At least one brake shall be so made as to be applied by the foot of the driver, and at least one shall act directly upon the road wheels.

17. All brake and steering connections secured with bolts shall have such bolts secured with nuts, the same to be locked or pinned.

18. Every motor cab shall be capable of being readily steered, and able to turn on each lock and to proceed in a contrary direction within a roadway not more than 30 feet wide from kerb to kerb:

Provided that the Registering Authority may, in his discretion, grant a certificate of registration as a motor cab to a motor car intended for use as a motor cab if such car is capable of turning within a reasonable space over and above the said space of 30 feet.

19. It shall be the duty of the owner to see that all parts of the mechanism of the car are periodically inspected and kept in proper working order, and a register shall be kept of such inspections in a convenient form giving such particulars as the Registering Authority may prescribe. This register shall be open at any reasonable time to the inspection of the Registering Authority or any Police Officer of and above the rank of a Sergeant or Sub-Inspector duly authorized by him in that behalf. Any failure to maintain this register or to produce it when called for by lawful authority shall be deemed to be a breach of this rule.

20. In every motor cab the machinery shall be so constructed that no undue noise or vibration is caused, and shall be maintained in such condition at all times.

21. Carburetters must not, in any motor cab, be placed in close proximity to magnetos or to connection of wires carrying an electric current, unless such magnetos and wire connections are respectively screened off or encased in a suitable manner.

22. A second tap shall be provided between the tank and the carburetter, and shall be so constructed that it can be shut off or turned from the exterior of the car. Every motor cab shall also carry some particular form of efficient fire extinguisher.

23. No oil shall be allowed to drop upon the roadway, and where a tray or undershield is fixed below the mechanism of the car for the purpose of preventing this or for any other purpose, such tray or undershield shall be so placed or constructed that no petrol from the tank, supply pipe or carburetter can collect therein.

24. Tanks for petrol must be so placed that any overflow shall not fall on or soak into upholstery or floor mats in or about the body and the filling nozzle shall be brought to and permanently fixed to some point outside the body. No petrol shall be poured into the tank whilst the engine is running or whilst any lamp other than an electric lamp is burning in or on any portion of the car.

25. Effective means shall be provided in every motor cab for preventing the heat of the motor or of the exhaust pipe connection from injuriously affecting other parts of the cab or interfering with the comfort of passengers. All wires carrying electric current must be properly insulated and protected from injury, and so placed that they cannot be a source of danger.

26. The outlet from the silencer shall not, in any motor cab, be so placed as to project the exhaust directly on to the road, or be so placed or directed as to alarm horses that may be immediately behind the cab.

27. Every motor cab shall have at least one driving wheel fitted with an approved means of preventing or limiting side-slip, and shall carry at least one spare inflated tyre and rim or other approved device which can, if necessary, be quickly fitted to any wheel.

28. Every motor cab in which there is a partition between passenger and driver shall be provided with a means of communication between them.

29. Every motor cab shall be provided with adequate means for the conveyance of a reasonable quantity of luggage, and with a sufficient number of chains, straps or other means of securing such luggage. No luggage shall be carried on the roof of the cab, unless there has been affixed thereto a guard rail of a type approved by the Registering Authority or by such officer as he may empower in this behalf.

30. Where acetylene or other gas is used to light the carriage, the cylinders or vessels which contain the gas or in which it is generated must be fixed outside in such a position as to minimize the danger of accidental ignition.

31. No celluloid or xylonite fittings shall be placed inside or outside any motor cab:

Provided that this rule shall not apply to the inside of the accumulators contained in such cab.

32. No printed or written matter other than the sanctioned rates for hire or these rules shall appear on the outside of a motor cab or be carried by way of advertisement. Small advertisements of a pattern to be approved by the Registering Authority may, however, be exhibited within the cab.

33. The cushions of the seats in every motor cab shall be covered and stuffed with suitable material to be approved by the Registering Authority or by such officer as he may empower in this behalf.

34. The doors, windows, seats, roof, springs, wheels, cushions, linings, panels, etc., and all furniture and appointment of a motor cab, shall be in proper order and repair, the paint and varnish in good condition and the inside perfectly clean. The floor shall be covered with a mat of rubber, coir or other suitable material.

35. The Senior Superintendent of Police may prohibit the use of a motor cab which is in his opinion unfit to ply for hire until such time as the defects are remedied to his satisfaction.

36. The carrying capacities of all motor cabs shall be fixed by the Registering Authority.

37. The driver of a motor cab immediately after any hiring shall carefully search for any property accidentally left in it, and shall take the same within 24 hours, if not sooner claimed by the owner, to the nearest police station.

38. The drivers at motor cab stands shall observe the following rules, namely:—

(I) The drivers of the first two motor cabs on the stand must stay beside their cabs and must be ready to be hired at once by any person.

All motor cabs on the stand must move up as vacancies occur:

Provided that a hirer wishing to hire any particular car on the stand may do so.

(II) No motor cab engaged for some future time shall remain on the stand unless the driver is willing to accept any intermediate hiring that may be offered.

(III) No disabled motor cab shall remain on the stand unless such disablement is strictly temporary, and can be and is remedied at once. If the disablement is not of such a nature, a notice (in a form to be approved by the Registering Authority) shall be at once placed on the cab, to the effect that it cannot be used, and will be removed for repair.

Provided that no hired cab shall be suffered to stand across any street or thoroughfare or opposite the entrance of any street or carriage way.

39. No driver of a motor cab shall—

- (a) be drunk during his employment,
- (b) make use of insulting or abusive language or gesture,
- (c) stand (elsewhere than at some stand or other place appointed for the purpose) or loiter for the purpose of being hired, in or upon any public street or road or place,

- (d) refuse to give way (when he reasonably and conveniently may do so) to any other vehicle,
- (e) wilfully obstruct or hinder the driver of any other motor cab in taking up or setting down any person into or from such other motor cab,
- (f) wrongfully prevent, or intend to prevent, the driver of any other motor cab from being hired,
- (g) demand more than the proper fare to which he is legally entitled,
- (h) before he has been discharged by the hirer, desert from the hiring,
- (i) ply for hire with any motor cab which is at the time unfit for public use, or
- (j) shout in order to attract the attention of the public or of a possible hirer, or, for any other reason, act in such a way as to cause inconvenience or annoyance to the public.

40. Every driver and attendant of a motor cab shall wear the prescribed uniform which shall at all times be kept in good and serviceable condition.

41. No person shall wilfully deface or injure any motor cab.

42. The following rates of fares are prescribed for the hire of licensed motor cabs in the Delhi Province :

I. *Tariff No. 1.*—Between the hours of 6-30 a. m., and 10 p. m., within the boundaries of the Delhi Municipality, the Notified Area, and the Imperial Delhi Municipality :—

For the first mile or part of a mile . . . . .	12 annas.
After the first mile, for each $\frac{1}{8}$ th of a mile, or 294 yards, or part thereof . . . . .	2 annas
Detention, for each 4 minutes or part thereof . . . . .	2 annas.

*Tariff No. 2.*—Between the hours of 10 p. m. and 6-30 a. m., within, and *at all times* for journeys outside the above mentioned areas :—

In the first $\frac{1}{8}$ th of a mile, or 1,820 yards . . . . .	12 annas.
After the first $\frac{1}{8}$ th of a mile, for each $\frac{1}{8}$ th of a mile, or 220 yards, or part thereof . . . . .	2 annas.
Detention, for each 4 minutes, or part thereof . . . . .	2 annas.

II. If a motor cab is discharged outside the above mentioned areas and returned unoccupied, there shall be payable for the return journey an additional charge of six annas per mile to the nearest point of the boundary of the said areas.

III. For more than two passengers an extra charge of six annas shall be payable for each extra passenger carried; provided that the extra charge for a child or children under 10 years of age shall be three annas only per child.

IV. For each package or article of baggage not usually carried by hand an extra charge of two annas per package shall be payable, whether the package is carried inside or outside the motor cab.

43. No hirer shall refuse or omit to pay the legal fare for the hire of a motor cab, but only as shown by the taxi-meter; nor shall he refuse to supply his correct name and address to the driver in case of dispute in connection with the fare.

44. Notwithstanding anything contained in these rules, if there is anything in the construction, working or general appearance of a motor cab which in the opinion of the Registering Authority renders the vehicle unfit for public use, it shall not be licensed.

## PART V.

### MOTOR-OMNIBUSES.

1. For the purpose of these rules a "motor-omnibus" or "motor stage carriage" mean a motor-vehicle (not being a motor-cab) which plies for hire and has seating accommodation for eight or more passengers.

No motor-omnibus shall ply for hire within the area of the City or Sadar Bazar except on the Elgin Road, the Faiz Bazar, the Chandni Chauk from the Fort up to the Esplanade Road crossing, the Lothian Road from the Lothian Bridge to the junction with the Hamilton Road, the Hamilton Road, the Mori Gate Bazar, the Dufferin Bridge, the Queen's Road, the Burn Bastion Road, and the Kutab Road.

2. Every motor-omnibus plying for hire in a public place shall be registered annually and shall hold a subsisting certificate.

3. Notwithstanding anything to the contrary in sub-rule (3) of rule 1 in Part II of these rules, the fee payable for the first registration of a motor-car intended for use as a motor-omnibus shall be Rs. 10 and the fee payable for every re-registration of such a car shall be Rs. 5.

4. The conductor of a motor-omnibus or stage carriage shall, immediately after the completion of a journey, carefully search for any property accidentally left in it, and shall take the same within 24 hours, if not sooner claimed by the owner, to the nearest police-station.

5. (1) No person shall act as a conductor of a motor-omnibus unless he holds a subsisting license granted by the Registering Authority, or some other competent authority, authorising him to conduct a motor-omnibus, and no person shall employ any one to conduct a motor-omnibus who does not hold such a license, for which a fee of Rs. 10 is payable with an annual renewal fee of Rs. 2.

(2) No person shall act as a driver of a motor-omnibus unless he holds a subsisting license granted by the Registering Authority or some other competent authority authorising him to drive a motor-omnibus, and no person shall employ any one to drive a motor-omnibus who does not hold such a license, for which a fee of Rs. 10 is payable with an annual renewal fee of Rs. 2.

(3) Every conductor and every driver of a motor-omnibus or stage carriage shall wear the prescribed uniform and badge.

6. No passenger shall refuse or omit to pay the legal fare for the journey in a motor-omnibus.

7. (1) Every motor-omnibus must be presented for inspection in thoroughly good condition, and no vehicle will be certified fit for public use unless it is properly painted and varnished. A proprietor may, if he so desire, apply for a preliminary inspection of the chassis.

(2) Each new type of motor-vehicle intended for registration as a motor-omnibus must be presented at such place as the Registering Authority may appoint for inspection.

8. (1) If, after inspection, the vehicle is approved, such approval may extend to all vehicles of that description, and others of the same type need not be again presented except as hereinafter provided, but may be taken to such place as the District Magistrate or the Registering Authority may appoint to be registered and passed, provided a certificate from the maker or importer is submitted with each vehicle presented for registration, stating that it is in every respect similar to that already approved and respecting which a certificate has been granted.

(2) Notwithstanding anything contained in sub-rule (1), if after the type has been passed, defects develop, which in the opinion of the District Magistrate, or the Registering Authority render it unsuitable as a type for public service, the District Magistrate or the Registering Authority may withdraw such approval entirely or until the defects have been remedied to his satisfaction.

9. A certificate from the proprietor of the vehicle stating that there has been no alteration in the design of the machinery since the previous inspection, must be presented with each omnibus submitted for renewal of registration. Should any alteration be made, full particulars of such must be stated and the same course of action may be required as for a first inspection.

10. Should it be deemed necessary, an expert, accepted by both parties, shall be employed to advise. The fee for the expert examination must be deposited by the proprietor with the District Magistrate, or the Registering Authority, which fee will be returned if the vehicle be passed without any alteration being required.

11. Every motor-omnibus must be so constructed that the following maxima of weight  
Weight. are in no case exceeded :—

Unloaded . . . . .	8 tons.
or, if the manufacturers prefer—	

Back axle-weight laden . . . . .	4 tons.
Front axle weight laden . . . . .	2 tons.

The total weight shall not exceed six tons when the vehicle is in every respect ready for service and has its full lawful load; one hundred and forty lbs. each shall be allowed for the passengers, the driver and the conductor.

12. The length of the chassis of a motor-omnibus must not exceed 20 feet; but if the platform is to be constructed upon the frame the total length may be 24 feet, provided that the total length of the complete vehicle shall in no case exceed 24 feet.

13. (1) The wheel-base must not exceed 14 feet 6 inches and it must in all cases be so  
Wheel-base. proportioned to the load that the risk of skidding  
is reduced to minimum.

(2) If it is found that a vehicle skids badly or cannot be held under proper control, the District Magistrate or the Registering Authority may serve a notice on the proprietor not to use the vehicle, and may refuse to license the vehicle again until the defects have been remedied.

14. The wheel-tracks of both front and rear wheels shall coincide, and the measurement  
Wheel-track. from centre to centre taken in line with the axles  
must not be less than 5 feet 6 inches.

15. The road-wheels must be of sufficient and suitable diameter, but must not be made so heavy as to throw an undue strain upon the steering gear or other parts.  
Road-wheel.
16. The materials of which the tyres are made must be soft and elastic, so as to reduce vibration. Sectional tyres must not be fitted to a vehicle submitted for inspection and license.  
Chassis tyre.
17. The breadth of the chassis must not be greater than 7 feet 6 inches at any Chassis breadth.  
part.
18. (I) Every motor-omnibus must be fitted with at least two independent brakes, each capable of stopping and holding the vehicle under all conditions. They must also, where necessary, be fitted with an approved form of compensating device.  
Brakes.

**NOTE.**—The maintenance of the brakes in perfect order is of the utmost importance, and this will be <sup>t</sup> all times insisted upon. They will at any time be subject to inspection by the Police.

II. The brakes shall be so fixed as to be capable of easy application, and at least one must be applied by a pedal. Brakes will not be deemed independent which are operated by pedals or levers acting through the same connection upon the same brake blocks, or upon the same brake drums, and at least one must act directly upon the road-wheel without any connection with the propelling gear.

III. The operation of either brake must in no case declutch.

IV. I. Each vehicle must be capable of being readily steered and of turning corners without unduly interfering with other traffic.  
Steering.

II. The steering arms and other connections of the vehicle must be of ample strength, and as far as possible protected from damage by collision.

III. The ball and socket joints of steering connections, when such are used, should not be pendant, but the longitudinal or transverse rods must be carried upon the ball.

IV. All brakes and steering connections secured with bolts or pins must have such bolts threaded and fitted with nuts, which latter must be locked or pinned. The whole of the brake and steering parts must be maintained in perfect order, and will be subject to inspection by the Police at any time.

20. I. All parts connected by bolts, or studs and nuts, subject to severe vibration, must be fastened by lock nuts, or by nuts and approved noise. spring or lock nut washers, to prevent their working loose and causing noise, and any vehicle with lamp brackets or other fittings loose, and likely to cause unnecessary noise, will be regarded as unfit for public service.

II. The machinery must be so constructed that no undue noise or vibration arises from its use.

**Note.**—The maintenance of the vehicle in a satisfactory condition in this respect will be strictly enforced.

III. Every vehicle must be submitted at a time and place appointed, to be specially tested in respect of noise and vibration.

21. I. Every omnibus must be so governed that its highest speed shall not be in excess of the maximum laid down, *viz.*, 12 miles an hour.  
Gearing.

II. When a vehicle is submitted for inspection, the gear ratio must be supplied and this ratio must not be altered without the authority of the District Magistrate, or the Registering Authority. The revolution of the engine when running at the speed which will give 12 miles an hour with the stated highest speed gear must also be supplied.

22. (1) The lubrication of the engine and the carburation of the working mixture must be so controlled that smoke shall not be emitted with the exhaust, or from any other part.

(2) The proprietor of a vehicle which is not properly maintained in accordance with the foregoing sub-rule may be served with a notice "not to use the vehicle" until the defect has been remedied.

23. Carburetters or other petrol receptacles, unless they are suitably encased or screened must not be placed in close proximity to magnetos, or to connections of wires carrying electric current.

24. When a guard-tray, or under-shield, is fixed beneath the engine and adjacent machinery, it must be so constructed that no over-flow of petrol shall be retained in the tray.

25. Suitable and approved appliances for extinguishing fire must be carried in such a position as to be readily available for use.

26. Tanks for petrol or other liquid fuel must be made of suitable material, properly constructed, and of sufficient strength. They must be so placed that any overflow shall not drop upon wood-work, or accumulate where it can be readily ignited. The filling nozzle or inlet for the petrol or other liquid fuel should, where possible, be brought to the outside of the body.

27. All wires carrying electric current must be properly insulated and protected from injury, and so placed that they cannot be a cause of danger.

28. Effective means must be adopted for preventing the heat of the motor, generator or exhaust pipe connections from injuriously affecting any parts of the vehicle or the comfort of the passengers.

29. The exhaust pipe must not be led inside the tray or under-shield or be fixed in such a position that oil, or any vaporizable or inflammable material is likely to be dropped upon it.

30. The outlet from the silencer must not be so placed as to project the exhaust directly to the rear or on to the roadway, or be so placed, or so directed as to alarm horses immediately behind the vehicle.

31. If requisite, a bar or bars, having an eye or bridle to surround the propeller shaft must be so fixed, that in the event of either the shaft or gearbox breaking, other damage or danger therefrom is minimised.

32. Driving chains and sprockets must be protected by a suitable guard.

33. I. The width between seat backs must not be less than 56 inches where the seats are  
Seats for passengers.

II. At least 18 inches measured in a straight line must be allowed for each passenger on every seat, which seat must be fit and proper and convenient for sitting on. When cross or "garden" seats are fitted inside each must be at least 26 inches clear from the inside back of the seat in front of it so that there shall be room for the knees of passengers.

III. Corner pillars for bodies must be of sufficient strength, and the body must be properly ironed and stayed to give the necessary strength for the weight to be carried and to resist the effects of the vibration to which it is liable.

IV. No seat will be permitted which, when occupied, is likely to cause obstruction to persons using the landing-board or gangways.

V. The backs of all seats must be closed to avoid unnecessary risk of the pockets of passengers being picked.

VI. When cushions are provided for seats, they must be covered with leather, cloth of good quality, rattan or other suitable material:

34. I. The steps for entrance to the omnibus must be placed on the near side and at the  
Steps. rear of the vehicle. They must be safe and convenient; suitable and efficient means being provided by rails or bands to assist passengers entering and leaving. The lowest step shall not be more than 10 inches above the ground.

II. The risers of all steps must be closed and the treads of each fitted with an approved form of tread-plate.

35. The vehicle must be suitably lighted. Where acetylene or other gas is used, the cylinders or vessels which contain the gas or in which it is generated must be fixed outside in such a position as to be removed as far as possible from danger of accidental ignition.

36. A hand-bulb horn, for giving due warning of the approach of the vehicle, must be provided.

37. Celluloid or xylonite will not be permitted inside or outside the vehicle, but this does not apply to accumulator cells.

38. A board or other approved means must be fitted to the front and to the rear of the vehicle to show destination to which the vehicle is proceeding. The letters and background must be black and white respectively, and the letters at least 4½ inches high and proportionately thick.

39. The principal points of the route shall be subject to the approval of the District Magistrate, Delhi, or Registering Authority, and must be painted in black or white letters not less than 4 inches high and of proportionate thickness, and be exhibited on boards to the front and rear of the vehicle. These boards shall be so made that the points of route are shown in geographical sequence according to the direction the vehicle is travelling. Route-boards may also be affixed to the sides of the vehicle.

40. The destination boards shall be illuminated by night in an approved manner for the guidance of intending passengers.

41. The following particulars must also be suitably painted on the omnibus :—

- (a) the weight and speed limit ;
- (b) the full name and surname of proprietor, to be painted on each side clear of the wheels ;
- (c) the words "Delhi omnibus" and the number on the number plate, to be painted inside the omnibus and also outside at the back on the near side ;
- (d) the fares, to be legibly painted inside the omnibus ; and
- (e) the number of passengers which the vehicle is licensed to carry, to be legibly painted inside and outside the vehicle.

42. No advertisement in black and white will be allowed on the front of the vehicle nor will any writing or lettering be permitted when its form or position is such as to hide, or, in the opinion of the District Magistrate, or Registering Authority, to interfere with the easy legibility of the destination indicators or route-boards.

43. No printed, written or other matter shall appear on the outside or inside of the vehicle, or be carried by way of advertisement, except such, if any, as may be approved by the District Magistrate, or Registering Authority.

44. No person, except a learner, fitter, or other official when specially authorised by the proprietor (such person to carry a special pass or badge) or a person authorised by the District Magistrate, or Registering Authority, shall be allowed to ride beside the driver at any time.

45. No cans or other receptacles for oil, water, etc., are to be carried on the driver's foot-board, nor may anything be placed in such a manner or position as will be likely to hamper the driver or otherwise give cause for complaint.

46. Each carriage must be fitted with an approved means for enabling passengers to signal to the driver or conductor when required.

47. Notwithstanding anything contained in these rules, if there is anything in the construction, working or general appearance of a motor-omnibus which, in the opinion of the District Magistrate or the Registering Authority, renders the vehicle unfit for public use, it shall not be licensed.

## PART VI.

### MOTOR-LORRIES.

1. For the purpose of these rules "motor-lorry" means a motor vehicle which is ordinarily used for the carriage of goods.

2. (1) Notwithstanding anything to the contrary in sub-rule (3) of rule 1, Part II of these rules, the fee payable for the first registration of the motor-lorry shall be Rs 16 and the fee payable for annual re-registration shall be Rs. 8.

(2) Every motor-lorry must be presented for inspection in thoroughly good condition, and no lorry will be certified fit for use unless it is properly painted. A proprietor may, if he so desires, apply for a preliminary inspection of the chassis.

(3) Each new type of motor-vehicle intended for registration as a motor-lorry must be presented at such place as the District Magistrate, or the Registering Authority may appoint for inspection; and

3. (1) If, after inspection, the vehicle is approved, such approval may extend to all vehicles of that description; and others of the same type need not be again presented, except as hereinafter provided, but may be taken to such place as the District Magistrate, or the Registering Authority may appoint, to be registered and passed, provided a certificate from the maker or importer is submitted with each vehicle presented for registration, stating that it is in every respect similar to that already approved.

(2) Notwithstanding anything contained in sub-rule (1), if, after the type has been passed, defects develop, which in the opinion of the District Magistrate or the Registering Authority render it unsuitable as a type for private or public service, the District Magistrate or the Registering Authority may withdraw such approval entirely, or until the defects have been remedied to his satisfaction.

4. A certificate from the proprietor stating that there has been no alteration in the design of the machinery since the previous inspection must be presented with each lorry submitted for renewal of registration.

Should any alteration be made, full particulars of such must be stated, and the same course of action may be required as for a first inspection.

5. Should it be deemed necessary, an expert accepted by both parties shall be employed to advise. The fee for the expert examination must be deposited by the proprietor with the District Magistrate or the Registering Authority. This fee will be returned if the vehicle be passed without any alteration being required.

6. The total length of a motor-lorry must not exceed 26 feet, and the overhang must not exceed one-fourth of the length of the vehicle.

7. If it is found that a vehicle skids badly or cannot be held under proper control, the District Magistrate or the Registering Authority may serve a notice on the proprietor "not to use the vehicle" and may refuse to license the vehicle again until the defects have been remedied.

8. The breadth of the chassis must not be greater than 7 feet 6 inches at any part.

9. No lorry or trailer shall be so loaded that the load projects beyond the limits of the vehicle itself in a manner dangerous to the public or liable to cause damage to the road.

10. Each vehicle must be fitted with at least two independent brakes, each capable of stopping and holding the lorry under all conditions. It must also, where necessary, be fitted with an approved form of compensating device.

NOTE.—The maintenance of the brakes in perfect condition is of the utmost importance, and this will at all times be subject to inspection by the Police.

11. The brakes shall be so affixed as to be capable of easy adjustment, and at least one must be applied by a pedal. Brakes will not be deemed independent which are operated by pedals, or levers acting through the same connection, upon the same brake blocks, or upon the same brake drums, and at least one must act directly upon the road-wheels without any connection with the propelling gear.

12. The operation of either brake must in no case declutch.

13. Each vehicle must be capable of being readily steered and of turning corners without unduly interfering with other traffic.

14. The steering arms, and other connections of the vehicle, must be of ample strength and so far as possible protected from damage by collision.

15. The ball and socket joint of steering connections, when such are used, should not be pendant but the longitudinal or transverse rods must be carried upon the ball.

16. All brake and steering connections secured with bolts or pins must have such bolts threaded and fitted with nuts, which latter must be locked or pinned. The whole of the brake and steering parts must be maintained in perfect order and will be subject to inspection by the Police at any time.

17. All parts connected by bolts, or studs or nuts, subject to serve vibration, must be fastened by lock-nuts, or by nuts and approved spring or lock-nut washers, to prevent their working loose and causing noise, and any lorry with lamp brackets or other fittings loose, and likely to cause unnecessary noise, will be regarded as unfit for service.

18. (1) The lubrication of the engine and the carburation of the working mixture must be so controlled that smoke shall not be emitted with the exhaust, or from any other part.

(2) The proprietor of a vehicle which is not properly maintained in accordance with the foregoing sub-rule will be served with a notice "not to use the vehicle" until the defect has been remedied.

19. Carburetters or other petrol receptacles, unless they are suitably encased or screened, must not be placed in close proximity to magneto, or to connections of wires carrying electric current.

20. The guard-tray, or undershield, fixed beneath the engine and adjacent machinery must be so constructed that no overflow of petrol shall be retained in the tray.

21. Suitable and approved means for extinguishing fire must be carried in such a position as to be readily available for use.

22. Tanks for petrol or other liquid fuel must be made of suitable material properly constructed, and of sufficient strength. They must be so placed that any over-flow shall not fall upon wood-work, or accumulate where it can readily ignite. The filling nozzle or inlet for the petrol or other liquid fuel should, where possible, be brought to the outside of the body.

23. All wires carrying electric current must be properly insulated and protected from injury, and so placed that they cannot be a cause of danger.

24. Effective means must be adopted for preventing the heat of the motor, generator or exhaust pipe connections from injuriously affecting any parts of the vehicle.

25. The exhaust pipe must not be led inside the tray or undershield or be fixed in such a position that oil, or any vaporizable or inflammable material is likely to be dropped upon it.

26. The outlet from the silencer must not be so placed as to project the exhaust directly to the rear or on to the roadway, or be so placed, or so directed as to alarm horses immediately behind the vehicle.

27. Driving chains and sprockets must be protected by a suitable guard.

28. Corner pillars for bodies must be of sufficient strength, and the body must be properly ironed and stayed to give the necessary strength for the weight to be carried and to resist the effects of the vibration to which it is liable.

29. Head-lights will not be permitted unless they are properly hooded or screened.

30. A hand-bulb horn, for giving due warning of the approach of the vehicle, must be provided.

31. Notwithstanding anything contained in these rules, if there is anything in the construction, working or general appearance of a motor-lorry which, in the opinion of the District Magistrate, or the Registering Authority, renders the lorry unfit for public use, it shall not be licensed.

**Motor Form No. 1.****APPLICATION FORM.**

*Particulars required for the Registration of a Motor-Car or Motor-Cycle.*

I. Registered Number \_\_\_\_\_

II. Name of Owner \_\_\_\_\_

III. Address of Owner \_\_\_\_\_

IV. Maker's Name \_\_\_\_\_

V. Type of Vehicle \_\_\_\_\_

VI. Horse Power \_\_\_\_\_

VII. Date of Manufacture \_\_\_\_\_

VIII. Engine Number \_\_\_\_\_

IX. Chassis Number \_\_\_\_\_

X. Carrying Capacity \_\_\_\_\_

(1) 2-Seater \_\_\_\_\_

(2) 4-Seater \_\_\_\_\_

(3) 5-Seater and over \_\_\_\_\_

(4) If fitted with side car \_\_\_\_\_ In case of Motor-cycle,

NOTE.—(1) The form should be filled in by the owner.

(2) Rs. 10 fee for a Car and Rs. 4 for a Motor-cycle must accompany the Application for Registration, but if the car is registered elsewhere in India no fee will be charged.

(3) Driving License can be had on payment of Rs. 5 for a Motor-car and Rs. 2 for a Motor-cycle from the Office of the Senior Superintendent of Police. If it has been obtained elsewhere it should be sent to the Senior Superintendent of Police, Delhi, for endorsement for which no fee is required, provided it is not time expired.

*Signature of Owner.*

Dated \_\_\_\_\_

**Motor Form No. 2.**

(Foil.)

Book No.

R. Serial No.

**CERTIFICATE OF REGISTRATION OF MOTOR CAR OR CYCLE.**

Numbers are assigned to Vehicles and not to the owners thereof, a number so assigned shall not be transferred from one Vehicle to another without the sanction of the registering authority being first obtained.

**Not Transferable.**

(To be returned for cancellation should the ownership of this vehicle change hands.)

I. Registered Number \_\_\_\_\_

II. Name of Owner \_\_\_\_\_

III. Address of Owner \_\_\_\_\_

IV. Maker's Name \_\_\_\_\_

V. Type of Vehicle \_\_\_\_\_

VI. Horse Power \_\_\_\_\_

VII. Date of Manufacture \_\_\_\_\_

VIII. Engine Number \_\_\_\_\_

IX Chassis Number \_\_\_\_\_

X. Carrying Capacity \_\_\_\_\_

- (1) 2-Seater \_\_\_\_\_
  - (2) 4-Seater \_\_\_\_\_
  - (3) 5-Seater and over \_\_\_\_\_
  - (4) If fitted with side car \_\_\_\_\_ In case of Motor-cycles.
- } In case of Motor-cars.

Amount of fee collected (in words) Rs. \_\_\_\_\_

for District Magistrate,

Delhi.

Dated \_\_\_\_\_ 192

SPACE FOR TRANSFER.

- (1) \_\_\_\_\_

(2) \_\_\_\_\_

(3) \_\_\_\_\_

(4) \_\_\_\_\_

(5) \_\_\_\_\_

(6) \_\_\_\_\_

(7) \_\_\_\_\_

(8) \_\_\_\_\_

(9) \_\_\_\_\_

(10) \_\_\_\_\_

**MEMO. OF CHARGES COLLECTED.**

Registration fee @ Rs 4 for Nos . . . . . Rs.

Total (in words) \_\_\_\_\_ Rs.

Initial.

**Received and entered in Cash Book . . . . . B.**  
**(in words).**

*Pay Officer.*

**Motor Form No. 2.**

(Counterfoil.)

Book No.

R. Serial No.

**CERTIFICATE OF REGISTRATION OF MOTOR-CAR OR CYCLE.**

Numbers are assigned to Vehicles and not to the owners thereof, a number so assigned shall not be transferred from one Vehicle to another without the sanction of the Registering Authority being first obtained.

**Not Transferable.**

(To be returned for cancellation should the ownership of this vehicle change hands.)

I. Registered Number \_\_\_\_\_

II. Name of Owner \_\_\_\_\_

III. Address of Owner \_\_\_\_\_

IV. Maker's Name \_\_\_\_\_

V. Type of Vehicle \_\_\_\_\_

VI. Horse Power \_\_\_\_\_

VII. Date of Manufacture \_\_\_\_\_

VIII. Engine Number \_\_\_\_\_

IX. Chassis Number \_\_\_\_\_

X. Carrying Capacity \_\_\_\_\_

- |                             |   |                        |
|-----------------------------|---|------------------------|
| (1) 2-Seater _____          | } | In case of Motor-cars. |
| (2) 4-Seater _____          |   |                        |
| (3) 5-Seater and over _____ |   |                        |
- (4) If fitted with side car \_\_\_\_\_ In case of Motor-cycles.

Amount of fee collected (in words) Rs. \_\_\_\_\_ Rs. \_\_\_\_\_

for District Magistrate,

Delhi.

## SPACE FOR TRANSFER.

- (1) \_\_\_\_\_
- (2) \_\_\_\_\_
- (3) \_\_\_\_\_
- (4) \_\_\_\_\_
- (5) \_\_\_\_\_
- (6) \_\_\_\_\_
- (7) \_\_\_\_\_
- (8) \_\_\_\_\_
- (9) \_\_\_\_\_
- (10) \_\_\_\_\_

**Motor Form No. 3.**

*Application for a license to drive a \_\_\_\_\_ light <sup>Motor-car</sup> <sub>Motor-cycle</sub> under the Indian Motor Vehicles Act, VIII of 1914.*

Application is hereby made to the Senior Superintendent of Police, Delhi, for a license to drive a \_\_\_\_\_ light <sup>Motor-car</sup> <sub>Motor-cycle</sub>.

The required fee, Rs. 5 (or Rs. 2), is sent herewith.

Address of applicant \_\_\_\_\_

*Signature \_\_\_\_\_*

*Dated the \_\_\_\_\_ 1922*

**Motor Form No. 4.**

No.

**LICENSE.***License to drive a \_\_\_\_\_**light <sup>Motor-car</sup><sub>Motor-cycle</sub> granted under the rules made and published by the Chief Commissioner,**Delhi, under Section 11 of the Indian Motor Vehicles Act, VIII of 1911***Driver's License No.** \_\_\_\_\_*License is hereby granted under rule 16 (1) of Part II of the rules made by the Chief  
Commissioner of Delhi for regulating the use of Motor Vehicles to \_\_\_\_\_***Name** \_\_\_\_\_**Address** \_\_\_\_\_*to drive a \_\_\_\_\_ light <sup>Motor-car</sup><sub>Motor-cycle</sub> in British India.**This license shall continue in force only until the 31st day of March 192 \_\_\_\_\_, or previous cancellation.***DELHI POLICE OFFICE;** }  
*The \_\_\_\_\_ 192 .* }  
**Senior Superintendent of Police,  
Delhi***Renewed until the 31st day of March 192 .***DELHI POLICE OFFICE;** }  
*The \_\_\_\_\_ 192 .* }  
**Senior Superintendent of Police***Renewed until the 31st day of March 192 .***DELHI POLICE OFFICE;** }  
*The \_\_\_\_\_ 192 .* }  
**Senior Superintendent of Police,***Renewed until the 31st day of March 192 .***DELHI POLICE OFFICE;** }  
*The \_\_\_\_\_ 192 .* }  
**Senior Superintendent of Police.***Renewed until the 31st day of March 192 .***DELHI POLICE OFFICE;** }  
*The \_\_\_\_\_ 192 .* }  
**Senior Superintendent of Police,**

**Motor Form No. 5.**

*Application of a professional driver for a license to drive a \_\_\_\_\_ light Motor-car under the Indian Motor Vehicles Act, VIII of 1914, and the rules made thereunder.*

Application is hereby made to the Senior Superintendent of Police, Delhi, for a license to drive a \_\_\_\_\_ light Motor-car.

The required fee, Rs. 10, is sent herewith.

Name of applicant in full \_\_\_\_\_

Father's Name \_\_\_\_\_

Caste \_\_\_\_\_

Address in Delhi \_\_\_\_\_

Native Village \_\_\_\_\_ Post Office \_\_\_\_\_

Police Station \_\_\_\_\_ District \_\_\_\_\_

Dated the \_\_\_\_\_ 1922 .

**Motor Form No. 6.**

No.

**PROFESSIONAL DRIVER'S LICENSE.**

*License to drive a \_\_\_\_\_ light Motor-car granted under the rules made and published by the Chief Commissioner, Delhi, under section 11 of Indian Motor Vehicles Act, VIII of 1914.*

Professional Driver's License No. \_\_\_\_\_

License is hereby granted under rule 16 (1) of Part II of the rules made by the Chief Commissioner, Delhi, for regulating the use of motor vehicles, to \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

to drive a \_\_\_\_\_ Motor-car in British India.

This license shall continue in force only until the 31st day of March 192 \_\_\_\_\_, or previous cancellation.

DELHI POLICE OFFICE;

The \_\_\_\_\_ 192 \_\_\_\_\_

*Senior Superintendent of Police.*

Renewed on the 31st day of March 192 \_\_\_\_\_

DELHI POLICE OFFICE;

The \_\_\_\_\_ 192 \_\_\_\_\_

*Senior Superintendent of Police*

*Photograph of the Licensed person.*

**Motor Form No. 7.**

*Application for the Registration of a heavy Motor-car Trailer under the Indian Motor Vehicles Act,  
1914, and the rules framed thereunder.*

I. Registered Number \_\_\_\_\_

II. Name of Owner \_\_\_\_\_

III. Address of Owner \_\_\_\_\_

IV. Maker's Name \_\_\_\_\_

V. Type of Vehicle \_\_\_\_\_

VI. Horse Power \_\_\_\_\_

VII. Date of Manufacture \_\_\_\_\_

VIII. Engine Number \_\_\_\_\_

IX Chassis Number \_\_\_\_\_

X. Weight Unladen \_\_\_\_\_

XI. Axle weight of each axle \_\_\_\_\_

XII. Diameter of Wheels \_\_\_\_\_

XIII. Width and Material of Tyres \_\_\_\_\_

XIV. Maximum speed \_\_\_\_\_

XV. (a) Private Use \_\_\_\_\_

(b) Use for trade purposes \_\_\_\_\_

(c) Use as a public conveyance \_\_\_\_\_

XVI. Extreme width of car or trailer \_\_\_\_\_

I hereby declare that the following particulars in relation to the heavy motor-car or trailer to which my application relates are true to the best of my knowledge and belief:—

Weight of the car when unladen, axle-weight of each axle, diameter of each wheel, width and material of the type of each wheel.

Application is hereby made to the Senior Superintendent of Police, for registry of and issue of a certificate for the above-mentioned heavy motor-car or trailer.

The required fee, Rs. 16, is sent herewith.

Dated at

This \_\_\_\_\_ day of \_\_\_\_\_ 192

*Owner.*

*N.B.—The heavy motor car or trailer must be presented in an efficient condition for examination, properly marked, fitted and equipped to the full requirements of the rules.*

“Heavy motor-car” means a motor-car exceeding two tons in weight when unladen.

“Trailer” means a vehicle drawn by a heavy motor-car. “Axle-weight” means the aggregate weight transmitted to the surface of the road or other base whereon a heavy motor-car or trailer moves or rests, by the several wheels attached to that axle when the car or trailer is laden.

The expression “weight” when used in relation to a heavy motor-car or trailer means:—

(a) When the car or trailer is unladen, the weight of the vehicle, including all parts, equipments, stores, water and accumulation which are necessary for, or are ordinarily used with, the car or trailer when working, provided that where alternative parts or bodies are used, the heaviest shall be taken for the purpose of calculating the weight, and

(b) When the car or trailer is laden, its weight when unladen, *plus*, its full lawful load including the weight of the driver.

Forwarded to \_\_\_\_\_

for information, and for examination of the afore-mentioned heavy motor-car, number \_\_\_\_\_ trailer \_\_\_\_\_

having been assigned it for registry

DEPTT POLICE OFFICE,

Dated the \_\_\_\_\_ 192 . }

*Senior Superintendent of Police*

Returned to the Senior Superintendent of Police, Delhi, with the declaration that I, on the \_\_\_\_\_ day of \_\_\_\_\_ 192, examined the above named heavy motor-car, marked No \_\_\_\_\_ and found it to comply with the rules under the Act in all respects as required for registry. I consider the heavy motor-car to be not dangerous to the public and that a certificate should be granted for it, to expire on the \_\_\_\_\_ day of \_\_\_\_\_ 192

I further declare the following particulars of the heavy motor-car, No.                   ,  
for the purpose of registry, to be correct :—

Delhi,

Dated the \_\_\_\_\_ 192

*Signature.*

Certificate No \_\_\_\_\_ to expire on the \_\_\_\_\_ day of \_\_\_\_\_

192 , has been issued to-day for the above-named heavy motor car.  
trailer

**DELHI POLICE OFFICE.**

Dated the \_\_\_\_\_ 192 .

### *Traffic Inspector.*

**Motor Form No. 8.**

(Foil.)

Book No.

R. Serial No.

*Certificate of Registration for Motor Lorry and Trailer (to be returned for cancellation Heavy Motor-car and Trailer should the ownership of this vehicle change hands).*

**Not Transferable.**

Name of owner \_\_\_\_\_

Address of owner \_\_\_\_\_

Maker's name \_\_\_\_\_

Type of vehicle \_\_\_\_\_

Horse power \_\_\_\_\_

Date of manufacture \_\_\_\_\_

Engine number \_\_\_\_\_

Chassis number \_\_\_\_\_

Carrying capacity \_\_\_\_\_

(1) Up to 15 cwt. \_\_\_\_\_

(2) 15 to 30 cwt. \_\_\_\_\_

(3) 2 tons \_\_\_\_\_

(4) 3 tons \_\_\_\_\_

(5) 4 tons \_\_\_\_\_

(6) 5 tons \_\_\_\_\_

(7) 6 tons \_\_\_\_\_

Amount of fee collected (in words) Rs. \_\_\_\_\_ Rs. \_\_\_\_\_

This certificate shall continue in force only until the \_\_\_\_\_ day of \_\_\_\_\_  
192 , or previous cancellation.

DELHI POLICE OFFICE,

The 192 Senior Superintendent of Police.

Annual re-registration fee of Rs. 8 received, vide Miscellaneous Receipt No. \_\_\_\_\_

dated 192

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192

DELHI POLICE OFFICE,

The 192 Senior Superintendent of Police.

Photo.

## SPACE FOR TRANSFER.

(1) \_\_\_\_\_

(2) \_\_\_\_\_

(3) \_\_\_\_\_

(4) \_\_\_\_\_

(5) \_\_\_\_\_

(6) \_\_\_\_\_

(7) \_\_\_\_\_

(8) \_\_\_\_\_

(9) \_\_\_\_\_

(10) \_\_\_\_\_

## MEMO. OF CHARGES COLLECTED.

Rs.

Registration fee at Rs. 16 for Nos. . . . .

Total (in words) . . . . .

Initials.

Received and entered in Cash Book.

Pay Officer

Annual registration fee Rs. 8 received.

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192

DELHI POLICE OFFICE,

The \_\_\_\_\_ 192

Senior Superintendent of Police.

**Motor Form No. 8.**

(Counterfoil.)

Book No.

R. Serial No.

*Certificate of Registration for Motor Lorry and Trailer (to be returned for cancellation should the ownership of this vehicle change hands).*

**Not Transferable.**

Name of Owner \_\_\_\_\_

Address of Owner \_\_\_\_\_

Maker's Name \_\_\_\_\_

Type of Vehicle \_\_\_\_\_

Horse Power \_\_\_\_\_

Date of Manufacture \_\_\_\_\_

Engine Number \_\_\_\_\_

Chassis Number \_\_\_\_\_

Carrying Capacity \_\_\_\_\_

(1) Up to 15 cwt. \_\_\_\_\_

(2) 15 to 30 cwt. \_\_\_\_\_

(3) 2 tons \_\_\_\_\_

(4) 3 tons \_\_\_\_\_

(5) 4 tons \_\_\_\_\_

(6) 5 tons \_\_\_\_\_

(7) 6 tons \_\_\_\_\_

Amount of fee collected (in words) Rs. \_\_\_\_\_ Re. \_\_\_\_\_

This certificate shall continue in force only until the \_\_\_\_\_ day of \_\_\_\_\_ 192

or previous cancellation.

DELHI POLICE OFFICE ;

The \_\_\_\_\_ 192

Senior Superintendent of Police

Annual re-registration fee of Rs. 8 received, *vide* Miscellaneous receipt No. \_\_\_\_\_  
dated \_\_\_\_\_ 192Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192 

DELHI POLICE OFFICE ;

The \_\_\_\_\_ 192

Senior Superintendent of Police

Photo.

## SPACE FOR TRANSFER.

- (1) \_\_\_\_\_
- (2) \_\_\_\_\_
- (3) \_\_\_\_\_
- (4) \_\_\_\_\_
- (5) \_\_\_\_\_
- (6) \_\_\_\_\_
- (7) \_\_\_\_\_
- (8) \_\_\_\_\_
- (9) \_\_\_\_\_
- (10) \_\_\_\_\_

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192 .

DELHI POLICE OFFICE :

The \_\_\_\_\_ 192 Senior Superintendent of Police.

Renewed until the \_\_\_\_\_ / day of \_\_\_\_\_ 192

DELHI POLICE OFFICE .

The \_\_\_\_\_ 192 Senior Superintendent of Police

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192 .

DELHI POLICE OFFICE :

The \_\_\_\_\_ 192 Senior Superintendent of Police.

**Motor Form No. 9.**

*Application for a license to drive a \_\_\_\_\_*  
*Motor Lorry and Trailer*  
*Heavy Motor-car and Trailer*  
*under the Indian Motor Vehicles Act, VIII of 1914.*

Application is hereby made to the Senior Superintendent of Police, for a license to drive  
a \_\_\_\_\_  
*Motor Lorry and Trailer*  
*Heavy Motor-car and Trailer*.

The required fee, Rs. 10, is sent herewith.

Name of applicant (in full) \_\_\_\_\_

Father's name \_\_\_\_\_

Caste or religion \_\_\_\_\_

Address in Delhi \_\_\_\_\_

Native village \_\_\_\_\_

Dated the \_\_\_\_\_ 192

**Motor Form No. 9(a)**

License No. \_\_\_\_\_ in favour of \_\_\_\_\_

to drive a \_\_\_\_\_ Motor Lorry and Traller  
Heavy Motor-car and Traller and to expire on the \_\_\_\_\_

day of \_\_\_\_\_ 192 , has been issued to-day.

DELHI POLICE OFFICE :

Dated the \_\_\_\_\_ 192 .)

} Senior Superintendent of Police,  
Delhi.

PHOTOGRAPH.

**Motor Form No. 10.**

*Driver of Motor Lorry and Trailer  
Heavy Motor-car and Trailer.*

**LICENSE.**

No. \_\_\_\_\_

Dated the \_\_\_\_\_ day of \_\_\_\_\_ one

thousand nine hundred and twenty \_\_\_\_\_ to \_\_\_\_\_

of \_\_\_\_\_

to act as Driver of a *Motor Lorry and Trailer  
Heavy Motor-car and Trailer* \_\_\_\_\_

DELHI POLICE OFFICE :

Dated \_\_\_\_\_ 192 \_\_\_\_\_ } Senior Superintendent of Police.

This license is issued under rules framed under the Indian Motor Vehicles Act of 1914.

Date \_\_\_\_\_ Memorandum of change of abode \_\_\_\_\_  
entered at the Office.*Photograph of the licensed person.**Signature of the licensed person.*

**Motor Form No. 11.**

*Application for the Registration of a Motor-cab under the Indian Motor Vehicles Act, 1914,  
and the Rules made thereunder.*

I. Registered Number \_\_\_\_\_

II. Name of Owner \_\_\_\_\_

III. Address of Owner \_\_\_\_\_

IV. Maker's Name \_\_\_\_\_

V. Type of Vehicle \_\_\_\_\_

VI. Horse Power \_\_\_\_\_

VII. Date of Manufacture \_\_\_\_\_

VIII. Engine Number \_\_\_\_\_

IX. Chassis Number \_\_\_\_\_

X. Carrying Capacity \_\_\_\_\_

(1) 2-Seater \_\_\_\_\_

(2) 3-Seater \_\_\_\_\_

(3) 4-Seater \_\_\_\_\_

(4) 5-Seater \_\_\_\_\_

(5) 6-Seater \_\_\_\_\_

**Note.—** Application is hereby made to the Senior Superintendent of Police, Delhi, for registration of, and issue of a certificate for, the abovementioned Motor-cab (Taxi-cab). Required fee, Rs. 10, is sent herewith.

*Signature of Owner.*

**N.B.—**The Motor-cab must be presented in an efficient condition for examination properly marked, fitted and equipped to the full requirements of the rules.

**Motor Form No. 12.**

(Foil.)

Book No.

R. Serial No.

**CERTIFICATE OF REGISTRATION OF MOTOR-CAB.****Not Transferable.**

(To be returned for cancellation should the ownership of this vehicle change hands.)

I.—Registered Number \_\_\_\_\_

II.—Name of Owner \_\_\_\_\_

III.—Address of Owner \_\_\_\_\_

IV.—Maker's Name \_\_\_\_\_

V.—Type of Vehicle \_\_\_\_\_

VI.—Horse Power \_\_\_\_\_

VII.—Date of Manufacture \_\_\_\_\_

VIII.—Engine Number \_\_\_\_\_

IX.—Chassis Number \_\_\_\_\_

X.—Carrying Capacity \_\_\_\_\_

(1) 2-Seater \_\_\_\_\_

(2) 4-Seater \_\_\_\_\_

(3) 5-Seater and over \_\_\_\_\_

Amount of fee collected (in words) Rs. \_\_\_\_\_ Rs. \_\_\_\_\_

This certificate shall, subject to the Motor Vehicle Rules, 1914, continue in

force only until the \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_, or previous

cancellation.

DELHI POLICE OFFICE,

The \_\_\_\_\_ 19\_\_\_\_

Senior Superintendent of Police,

SPACE FOR TRANSFER

(1) \_\_\_\_\_

(2) \_\_\_\_\_

(3) \_\_\_\_\_

(4) \_\_\_\_\_

(5) \_\_\_\_\_

(6) \_\_\_\_\_

(7) \_\_\_\_\_

(8) \_\_\_\_\_

(9) \_\_\_\_\_

(10) \_\_\_\_\_

Memo. of CHARGES COLLECTED.

### *Initial.*

Received and entered in Cash Book.

*Pay Officer:*

Annual registration fee Rs. 5 received.

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192

**DELHI POLICE OFFICE.**

The \_\_\_\_\_ 192

*Senior Superintendent of Police.*

**MOTOR FORM NO. 12.**

(Counter Foil.)

Book No.

R. Serial No.

**CERTIFICATE OF REGISTRATION OF MOTOR-CAB.****Not Transferable.**

(To be returned for cancellation should the ownership of the vehicle change hands.)

I.—Registered Number \_\_\_\_\_

II.—Name of Owner \_\_\_\_\_

III.—Address of Owner \_\_\_\_\_

IV.—Maker's Name \_\_\_\_\_

V.—Type of Vehicle \_\_\_\_\_

VI.—Horse Power \_\_\_\_\_

VII.—Date of Manufacture \_\_\_\_\_

VIII.—Engine Number \_\_\_\_\_

IX.—Chassis Number \_\_\_\_\_

X.—Carrying Capacity \_\_\_\_\_

(1) 2-Seater \_\_\_\_\_

(2) 4-Seater \_\_\_\_\_

(3) 5-Seater and over \_\_\_\_\_

Amount of fee collected (in words) Rs. \_\_\_\_\_ Rs. \_\_\_\_\_

This certificate shall, subject to the Motor Vehicle Rules, 1914, continue in force only until the \_\_\_\_\_ day of \_\_\_\_\_ 192 , or previous cancellation.

Delhi Police Office,

The \_\_\_\_\_ 192 .

Senior Superintendent of Police

## SPACE FOR TRANSFER.

- (1) \_\_\_\_\_  
(2) \_\_\_\_\_  
(3) \_\_\_\_\_  
(4) \_\_\_\_\_  
(5) \_\_\_\_\_  
(6) \_\_\_\_\_  
(7) \_\_\_\_\_  
(8) \_\_\_\_\_  
(9) \_\_\_\_\_  
(10) \_\_\_\_\_

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192 .

DELHI POLICE OFFICE,

The \_\_\_\_\_ 192 .

*Senior Superintendent of Police.*

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192 .

DELHI POLICE OFFICE,

The \_\_\_\_\_ 192

*Senior Superintendent of Police.*

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192 .

DELHI POLICE OFFICE,

The \_\_\_\_\_ 192

*Senior Superintendent of Police.*

**Motor Form No. 13.**

*Application for a license to drive a \_\_\_\_\_ Motor-cab (Taxi-cab) under the Indian Motor Vehicles Act, 1914, and the rules made thereunder.*

Application is hereby made to the Senior Superintendent of Police, Delhi, for a license to drive a \_\_\_\_\_ motor-cab (taxi-cab).

The required fee, Rs. 10, is sent herewith.

Name of Applicant in full \_\_\_\_\_

Father's Name \_\_\_\_\_

Caste or Religion \_\_\_\_\_

Address in Delhi \_\_\_\_\_

Native Village \_\_\_\_\_ Post Office \_\_\_\_\_

Police Station \_\_\_\_\_ District \_\_\_\_\_

Dated the \_\_\_\_\_ 192 \_\_\_\_\_

*Photograph.*

**Motor Form No. 14.**

No.

**LICENSE TO DRIVE A MOTOR-CAB (TAXI-CAB).**

By virtue of the powers vested in the Senior Superintendent of Police, Delhi, by the Indian Motor Vehicles Act, 1914, and the rules made thereunder, this license is granted to :—

Name in full \_\_\_\_\_

Father's Name \_\_\_\_\_

Caste or Religion \_\_\_\_\_

Address in Delhi \_\_\_\_\_

Native Village \_\_\_\_\_ Post Office \_\_\_\_\_

Police Station \_\_\_\_\_ District \_\_\_\_\_

to act as driver of any motor-cab in the Delhi Municipality, Notified Area, Raisina and New Cantonment, for a period of \_\_\_\_\_ from the date hereof to the \_\_\_\_\_ day of \_\_\_\_\_ 192 , subject to those rules.

Given under my hand and seal this \_\_\_\_\_ day of \_\_\_\_\_, one thousand nine hundred and twenty.

DELHI POLICE OFFICE; }  
The \_\_\_\_\_ 192 . } Senior Superintendent of Police.

Renewed until the \_\_\_\_\_ day of 192

DELHI POLICE OFFICE; }  
The \_\_\_\_\_ 192 . } Senior Superintendent of Police.

Renewed until the \_\_\_\_\_ day of 192

DELHI POLICE OFFICE; }  
The \_\_\_\_\_ 192 . } Senior Superintendent of Police.

Renewed until the \_\_\_\_\_ day of 192

DELHI POLICE OFFICE; }  
The \_\_\_\_\_ 192 . } Senior Superintendent of Police.

Renewed until the \_\_\_\_\_ day of 192 .

DELHI POLICE OFFICE; }  
The \_\_\_\_\_ 192 . } Senior Superintendent of Police.  
F 2

*Licensee's record.*

Name of Proprietor of vehicles to be driven.	Address of Proprietor.	Date of licensee's entering employer's service.	Date of quitting service.

Particulars of previous service.	Number and original date of ordinary driving license, if any.

*Endorsement.*

Particulars of any convictions for breach of rules or regulations under the Act previous to the issue of this license.

*Photograph.*

**Motor Form No. 15.**

*Application for Registration of a Motor-Omnibus under the Indian Motor Vehicles Act, VIII of 1914, and the rules made thereunder.*

I (a) \_\_\_\_\_

Residing at (b) \_\_\_\_\_

hereby apply for the registration of a motor-omnibus, known as :—

I. Maker's Name \_\_\_\_\_

II. Type of Vehicle \_\_\_\_\_

III. Horse Power \_\_\_\_\_

IV. Date of Manufacture \_\_\_\_\_

V. Engine Number \_\_\_\_\_

VI. Chassis Number \_\_\_\_\_

VII. Carrying Capacity \_\_\_\_\_

(1) Up to 15 cwt. \_\_\_\_\_

(2) 15 cwt. to 80 cwt. \_\_\_\_\_

(3) 2 tons \_\_\_\_\_

(4) 3 tons \_\_\_\_\_

(5) 4 tons \_\_\_\_\_

(6) 5 tons \_\_\_\_\_

(7) 6 tons \_\_\_\_\_

(8) Seating Capacity \_\_\_\_\_

For the purpose of plying for hire as a motor-omnibus within British India under the provisions of the rules made under above mentioned Act.

I hereby declare that no former license of mine under the Motor-car Rules has ever been revoked\* or suspended, and that I am not under twenty-one years of age.

Signature in full \_\_\_\_\_

Dated \_\_\_\_\_ 192 \_\_\_\_\_

\* If a former license has been revoked or suspended, the date and cause of such revocation or suspension are to be stated.

To

The Senior Superintendent of Police, Delhi.

(a) Insert Christian name and surname in full. If a member of a firm, say senior partner of the firm of \_\_\_\_\_ . If a company is the applicant, say I (A. B. C. D. E. F. G. H. I. J. K. L. M. N. O. P. Q. R. S. T. U. V. W. X. Y. Z.) Secretary or Manager of such and such a Company).

(b) If a firm say where carrying on business. If a company say where chief office is.

(c) Insert the number of the house and name of street.

(d) Insert the description of motor-omnibus.

I certify that I have examined the motor-omnibus submitted with this application and find the same FIT for public use, and constructed to carry \_\_\_\_\_ passengers and that the number of the number plate affixed to the same is \_\_\_\_\_ .

Superintendent of Motor Vehicles, Delhi.

Dated \_\_\_\_\_ 192 \_\_\_\_\_

**Motor Form No. 16.**

(Foil)

Book No.

R Serial No.

**CERTIFICATE OF REGISTRATION OF MOTOR-OMNIBUS.****Not Transferable**

(To be returned for cancellation should the ownership of the Vehicle change hands.)

I. Registered Number \_\_\_\_\_

II. Name of Owner \_\_\_\_\_

III. Address of Owner \_\_\_\_\_

IV. Maker's Name \_\_\_\_\_

V. Type of Vehicle \_\_\_\_\_

VI. Horse Power \_\_\_\_\_

VII. Date of Manufacture \_\_\_\_\_

VIII. Engine Number \_\_\_\_\_

IX. Chassis Number \_\_\_\_\_

X. Carrying Capacity \_\_\_\_\_

(1) Up to 16 cwt. \_\_\_\_\_

(2) 15 cwt. to 30 cwt. \_\_\_\_\_

(3) 2 tons \_\_\_\_\_

(4) 3 tons \_\_\_\_\_

(5) 4 tons \_\_\_\_\_

(6) 5 tons \_\_\_\_\_

(7) 6 tons \_\_\_\_\_

(8) Seating Capacity \_\_\_\_\_

Amount of fee collected (in words) Rs. \_\_\_\_\_

This certificate shall continue in force only until the \_\_\_\_\_ day of March 192

or previous cancellation.

## SPACE FOR TRANSFER.

- (1) \_\_\_\_\_
- (2) \_\_\_\_\_
- (3) \_\_\_\_\_
- (4) \_\_\_\_\_
- (5) \_\_\_\_\_
- (6) \_\_\_\_\_
- (7) \_\_\_\_\_
- (8) \_\_\_\_\_
- (9) \_\_\_\_\_
- (10) \_\_\_\_\_

## MEMORANDUM OF CHARGES COLLECTED.

Rs.

Registration fee at Rs. 10 for Nos. . . . .

Total (in words) . . . . .

*Initial.*

Received and entered in Cash Book.

*Pay Officer.*

Annual registration fee Rs 5 received.

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192

DELHI POLICE OFFICE ; }  
 The \_\_\_\_\_ 192 . }      Senior Superintendent of Police.

**Motor Form No. 16.**

(Counter Foil)

Book No.

R. Serial No

**CERTIFICATE OF REGISTRATION OF MOTOR-OMNIBUS.****Not Transferable.**

(To be returned for cancellation should the ownership of the vehicle change hands.)

I. Registered Number \_\_\_\_\_

II. Name of Owner \_\_\_\_\_

III. Address of Owner \_\_\_\_\_

IV. Maker's Name \_\_\_\_\_

V. Type of Vehicle \_\_\_\_\_

VI. Horse Power \_\_\_\_\_

VII. Date of Manufacture \_\_\_\_\_

VIII. Engine Number \_\_\_\_\_

IX. Chassis Number \_\_\_\_\_

X. Carrying Capacity \_\_\_\_\_

(1) Up to 15 cwt \_\_\_\_\_

(2) 15 cwt. to 30 cwt \_\_\_\_\_

(3) 2 tons \_\_\_\_\_

(4) 3 tons \_\_\_\_\_

(5) 4 tons \_\_\_\_\_

(6) 5 tons \_\_\_\_\_

(7) 6 tons \_\_\_\_\_

(8) Seating Capacity \_\_\_\_\_

Amount of fee collected (in words) Rs. \_\_\_\_\_ Rs. \_\_\_\_\_

This certificate shall continue in force only until the \_\_\_\_\_ day of March  
1922, or previous cancellationDELHI POLICE OFFICE; }  
The \_\_\_\_\_ 1922 . }

Senior Superintendent of Police.

PART II] THE

L. O.

SPACE FOR TRANSFER.

- (1) \_\_\_\_\_
- (2) \_\_\_\_\_
- (3) \_\_\_\_\_
- (4) \_\_\_\_\_
- (5) \_\_\_\_\_
- (6) \_\_\_\_\_
- (7) \_\_\_\_\_
- (8) \_\_\_\_\_
- (9) \_\_\_\_\_
- (10) \_\_\_\_\_

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192

DELHI POLICE OFFICE; }  
The \_\_\_\_\_ 192 . } Senior Superintendent of Police.

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192

Renewed until the \_\_\_\_\_ day of \_\_\_\_\_ 192

DELHI POLICE OFFICE; }  
The \_\_\_\_\_ 192 . } Senior Superintendent of Police.

**Motor Form No. 17.**

*Application for a license to drive a Motor Omnibus under the Indian Motor Vehicles Act, VIII of 1914, and the rules made thereunder.*

Application is hereby made to the Senior Superintendent of Police, Delhi, for a license to drive a Motor Omnibus.

The required fee, Rs. 10, is sent herewith.

Name of Applicant in full \_\_\_\_\_

Father's Name \_\_\_\_\_

Caste or Religion \_\_\_\_\_

Address in Delhi \_\_\_\_\_

Native Village \_\_\_\_\_ Post Office \_\_\_\_\_

Police Station \_\_\_\_\_ District \_\_\_\_\_

Dated \_\_\_\_\_ 192

*Photograph.*

*Signature of the Applicant or left thumb impression.*

License No. \_\_\_\_\_ in favour of \_\_\_\_\_ to drive a Motor Omnibus and to expire on the \_\_\_\_\_ day of \_\_\_\_\_ 192 has been issued to-day.

DELHI POLICE OFFICE ; }  
Dated the \_\_\_\_\_ 192 . }

Senior Superintendent of Police, Delhi.

Motor Form No. 18.

## LICENSE TO DRIVE A MOTOR OMNIBUS.-

No

Dated the \_\_\_\_\_ day of \_\_\_\_\_, one thousand  
 nine hundred and twenty \_\_\_\_\_ to act as Driver of a Motor Omnibus.

Name in full \_\_\_\_\_

Father's Name \_\_\_\_\_

Caste or Religion \_\_\_\_\_

Address in Delhi \_\_\_\_\_

Native Village \_\_\_\_\_ Post Office \_\_\_\_\_

Police Station \_\_\_\_\_ District \_\_\_\_\_

DELHI POLICE OFFICE; }  
 The \_\_\_\_\_ 192 \_\_\_\_\_. }  
*Senior Superintendent of Police,*

This license is issued under rules framed under the Indian Motor Vehicles Act, VIII of 1914.

Dated.	Memorandum of change of Address.	Entered at the Office.
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

*Signature of the Licensed person.*

*Entries to be made by Proprietors*

### *Photograph.*

**Motor Form No. 19.**

*Application for a license to act as Conductor of a Motor-Omnibus under the Indian Motor Vehicles Act, VIII of 1914, and the rules made thereunder.*

Application is hereby made to the Senior Superintendent of Police, Delhi, for a license to act as Conductor of a Motor-Omnibus.

The required fee, Rs. 10, is sent herewith.

Name of Applicant in full : \_\_\_\_\_

Father's Name \_\_\_\_\_

Caste or Religion \_\_\_\_\_

Address in Delhi \_\_\_\_\_

Native Village \_\_\_\_\_ Post Office \_\_\_\_\_

Police Station \_\_\_\_\_ District \_\_\_\_\_

Dated the \_\_\_\_\_ 192\_\_\_\_\_

*Signature of the Applicant or left thumb impression.*

License No. \_\_\_\_\_ in favour of \_\_\_\_\_ to act as Conductor  
of a Motor-Omnibus and to expire on the \_\_\_\_\_ day of \_\_\_\_\_ 192\_\_\_\_\_, has  
been issued to-day.

DELHI POLICE OFFICE;

Dated the \_\_\_\_\_ 192 .

*Senior Superintendent of Police, Delhi.*

*Photograph.*

**Motor Form No. 20.****LICENSE TO ACT AS CONDUCTOR OF MOTOR-OMNIBUS.**

No. \_\_\_\_\_

Dated the \_\_\_\_\_ day of \_\_\_\_\_ one thousand nine hundred and twenty \_\_\_\_\_ to act as Conductor of a Motor-Omnibus \_\_\_\_\_

Name in full \_\_\_\_\_

Father's Name \_\_\_\_\_

Caste or Religion \_\_\_\_\_

Address in Delhi \_\_\_\_\_

Native Village \_\_\_\_\_ Post Office \_\_\_\_\_

Police Station \_\_\_\_\_ District \_\_\_\_\_

DELHI POLICE OFFICE;

Dated the \_\_\_\_\_ 192 \_\_\_\_\_

Senior Superintendent of Police.

This License is issued under rules framed under the Indian Motor Vehicles Act, VIII of 1914.

Date.	Memorandum of change of Abode.	Entered at the office.

Signature of the Licensed person.

*Entries to be made by Proprietors beneath*

Name of Proprietor.	Address of Proprietor.	Date when licensed person named within entered Proprietor's service	Date of quitting service.

*Photograph.*

**Motor Form No. 21.**

*Application for the Registration of a Motor-Lorry under the Indian Motor Vehicles Act, 1914,  
and the rules framed thereunder.*

- I. Registered Number \_\_\_\_\_
- II. Name of Owner \_\_\_\_\_
- III. Address of Owner \_\_\_\_\_
- IV. Maker's Name \_\_\_\_\_
- V. Type of Vehicle \_\_\_\_\_
- VI. Horse Power \_\_\_\_\_
- VII. Date of Manufacture \_\_\_\_\_
- VIII. Engine Number \_\_\_\_\_
- IX. Chassis Number \_\_\_\_\_
- X. Weight Unladen \_\_\_\_\_
- XI. Axle weight of each axle \_\_\_\_\_
- XII. Diameter of Wheels \_\_\_\_\_
- XIII. Width and Material of tyres \_\_\_\_\_
- XIV. Maximum speed \_\_\_\_\_
- XV. (a) Private Use \_\_\_\_\_  
(b) Use for trade purposes \_\_\_\_\_  
(c) Use as a public conveyance \_\_\_\_\_
- XVI. Extreme width of car or trailer \_\_\_\_\_

I hereby declare that the following particulars in relation to the Motor-Lorry or Trailer to which my application relates are true to the best of my knowledge and belief :—

Weight of the car when unladen, axle weight of each axle, diameter of each wheel, width and material of the tyre of each wheel.

Application is hereby made to the Senior Superintendent of Police, for registry of and issue of a certificate for the above mentioned Motor-Lorry or Trailer.

The required fee, Rs 16, is sent herewith.

DATED AT

This \_\_\_\_\_ day of \_\_\_\_\_ 192\_\_\_\_\_

Owner.

*N.B.—The Motor-Lorry or Trailer must be presented in an efficient condition for examination, properly marked, fitted and equipped to the full requirements of the rules.*

"Motor-Lorry" means a motor vehicle which is ordinarily used for the carriage of goods.

"Trailer" means a vehicle drawn by a heavy motor-car.

"Axle-weight" means the aggregate weight transmitted to the surface of the road or other base whereon a motor lorry or trailer moves or rests, by the several wheels attached to that axle when the car or trailer is laden.

The expression "weight" when used in relation to a motor-lorry or trailer means.—

(a) when the lorry or trailer is unladen, the weight of the vehicle, including all parts, equipments, stores, water and accumulation which are necessary for, or are ordinarily used with, the lorry or trailer when working provided that where alternative parts or bodies are used, the heaviest shall be taken for the purpose of calculating the weight, and

(b) when the lorry or trailer is laden, its weight when unladen, plus its full lawful load, including the weight of the driver.

I further declare the following particulars of the Motor-Lorry, No. Trailer, for purpose of registry, to be correct :—

1			2			3			4		5		
WEIGHT.			WHEELS.			TYRES.			MAXIMUM MEASURE- MENT OF LORRY OR TRAILER.				
Unladen.			Registered at & weight allowed.			Material of.	Diameter.		Material of.	Width.		Maximum speed allowed.	
Front.	Back.	Total.	Front.	Back.	Total.		Front.	Back.		Front.	Back.		

DELHI;

Dated the \_\_\_\_\_ 192 . }

Signature.

Certificate No. \_\_\_\_\_ to expire on the \_\_\_\_\_ day of \_\_\_\_\_ 192  
 has been issued to-day for the above-named Motor-Lorry.  
Trailer.

DELHI POLICE OFFICE ;  
 Dated the \_\_\_\_\_ 192 . }

Senior Superintendent of Police, Delhi

## Motor Form No. 22.

(A)

A.	B.	C.	D.	E.	F.
The date and time when the Vehicle goes out.	Name of the person in charge thereof.	The purpose for which the Vehicle is sent out.	The date and time of the return of the Vehicle to the premises.	Distinguishing Number and letter or letters affixed to the Vehicle.	REMARKS.

## Motor Form No. 22.

(B)

A.	B.	C.	D.	E.	F.
Date and time of receipt of Vehicle.	Registered Number.	Description of Vehicle.	Name and address of owner.	Whether received for repair, sale or storage.	REMARKS.

C. A. BARRON,  
Chief Commissioner, Delhi.

Delhi, the 2nd October 1922.

**No. 5832-Home.**—Sheikh Abdul Rahman, Munsif of Delhi, in the Delhi District, has been granted leave on average pay under Fundamental Rules Nos. 81 and 82 for two months and sixteen days from 13th April 1922 forenoon to the 28th June 1922 afternoon.

Delhi, the 3rd October 1922.

**No. 5875-Home.**—Mr. G. H. G. Anderson, D.S.O., M.C., I.C.S., Personal Assistant to the Chief Commissioner, Delhi, was granted leave on half average pay, under Rule 81 of the Fundamental Rules, for one month and ten days with effect from the forenoon of the 1st July 1922.

The first part of Chief Commissioner's Notification No. 4774-Home, dated the 3rd August 1922, is hereby cancelled.

C. A. BARRON,  
Chief Commissioner, Delhi.

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### THE HON'BLE THE AGENT TO THE GOVERNOR GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN.

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#### NOTIFICATION.

Quetta, the 25th September 1922.

**No. 2760.**—The next half yearly examination in the Baluchi language by the Higher Standard will be held at Quetta in the Agent to the Governor General's Darbar Hall on Monday the 6th November 1922 and the following day commencing at 10-30 A.M., each day.

By order,

W. G. NEALE, Major,  
Secretary to the Agent to the Governor General.

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### THE HON'BLE THE AGENT TO THE GOVERNOR GENERAL IN BALUCHISTAN.

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#### NOTIFICATION.

Quetta, the 26th September 1922.

**No. 4183-R.**—Q. Abdulla Jan, an Extra Assistant Commissioner and officer in charge Fruint Farm, Quetta, is granted leave on average pay for four months with effect from the 1st October 1922 under rule 86 of the Fundamental rules.

By order,

W. G. NEALE, Major,  
Secretary.

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### DIRECTOR-GENERAL, INDIAN MEDICAL SERVICE.

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#### NOTIFICATION.

Simla, the 26th September 1922.

**No. 271.**—The services of No. 1768 Sub-Assistant Surgeon Siraj-ul-Haq Khan, I.M.D., are placed at the disposal of the Chief Commissioner, North-West Frontier Province with effect from the 21st May 1922.

W. R. EDWARDS, Major-General, I.M.S.,

Director-General, Indian Medical Service.

## IN THE HIGH COURT OF BOMBAY.

## In Insolvency.

Notice is hereby given that the orders of adjudication made herein against the undermentioned Insolvents have been this day annulled.

No.	Name.	Denomination.	Address in Bombay.	Description.	DATE OF THE ADJUDICATION.		
					Day.	Month.	Year.
1—1921	Fakirmahomed Khakee Dakni . . .	Mahomedan . . .	Null Bazar . . . . .	Formerly a loading and unloading Muccadum and broker in twists and sundries and lately a manufacturer in glasswares in partnership with Fidahussein Altafhussein Suleman in the name of Fakirmahomed Glass Manufacturing Co. at Kurla and now unemployed.	7th	January . .	1921
2—1921	Devidas Kalianji Thuker . . .	Hindu . . . .	Dadysett Agiary Road . . . .	Lately a speculator in cotton, silver and gold, etc., and now unemployed.	"	" . .	"
5—1921	Damodar Keshav Bhide . . . .	" . . . .	Kandawadi . . . . .	A clerk in the G. I. P. Ry. General Traffic Manager's Office.	"	" . .	"
6—1921	Mubarak bin Amar . . . .	Mahomedan . . .	Chowki Mohalla . . . . .	Lately a Victoria hack-keeper at Poona and now an extra chauffeur.	8th	" . .	"
7—1921	Gangaram Rajanna Kandakurti . . .	Hindu . . . .	Lower Parel . . . . .	A goldsmith . . . . .	"	" . .	"
8—1921	Oomersey Nagsi Sha . . . .	" . . . .	Tardeo . . . . .	Lately a speculator in shares of different Joint Stock Companies and now a servant in the employ of Ramji Ookerda.	"	" . .	"
10—1921	Joe alias Joseph D'Souza . . .	Anglo-Indian . .	Dadar, Kumbharwada . . .	Lately trading as Joe Watch Co. at Dadar and now an Inspector in the Bombay Municipal Market Department.	"	" . .	"
14—1921	Kisna Juraji Sabley . . . .	Hindu . . . .	Byculla . . . . .	Lately a bullock cart driver and now unemployed	10th	" . .	"
15—1921	Mahadoo Trimbaik Vani . . . .	" . . . .	Oomerkhady, 1st Nowroji Lane .	Lately a petty dealer in betel leaves and now unemployed.	"	" . .	"

16—1921	Narhari Babarao Bhandarkar	.	.	Dadar	.	.	A hawker in country sweetmeats, etc.	.	"	"	.	"
18—1921	Balaram Mahadeo Sumey	.	.	Dadar, Lady Jamsedji Road	.	.	A wireman in the G. I. P. Railway at Parel	.	11th	"	.	"
19—1921	Shivchand Lalchand Sha	.	.	150, Mint Road	.	.	Lately a speculator in shares of different Joint Stock Companies and also a Mehta in the employ of Dhanji Mowji and now a Mehta in the service of Dhanji Mowji	.	"	"	.	"
20—1921	Vasudeo Sadu Naik	.	.	Lower Colaba	.	.	A clerk in the employ of K. Thucker & Co.	.	12th	"	.	"
21—1921	Moosaji Karimji Bora	.	Mahomedan	Khera Talao, Ghas Bazar	.	.	Lately a servant in the employ of Mulla Abdul Husein Haji Mahomed and now unemployed.	.	"	"	.	"
22—1921	Maurice Ralph Brown	.	European	Apollo Bunder	.	.	Lately a Navigating Officer in the employ of Persian Gulf Steam Navigation Co., Ltd., and now unemployed.	.	"	"	.	"
23—1921	Ranji Meghji Sha	.	Hindu	Vadgadi	.	.	Lately carrying on business at Bombay as a dealer in cotton in partnership with Jetha Hirji under the name, style and firm of Ramdas Jethabhai and now a servant in the employ of Chamsey Raisey at Ahmednagar.	.	"	"	.	"
26—1921	Thomas Charles William Jones and his wife Mabel Jones	Anglo-Indian	.	Byculla, Sankli Street	.	.	The 1st Debtor a Canvasser of business labels and the 2nd unemployed.	.	13th	"	.	"
27—1921	Tukaram Yesoo Nagwekar	Hindu	.	Dadar, Kandkis Chowl	.	.	Lately a Toddy drawer and now unemployed	.	14th	"	.	"
28—1921	Gopal Rama Dhuri	.	"	Tardeo	.	.	A Jobber in the Bombay United Spinning and Weaving Company, Ltd.	.	"	"	.	"
29—1921	Imadool Hassan Ahmad Hoossain Shaik	Mahomedan	.	Parel, No. 5 Camat Club	.	.	A Painter in the G. I. P. Ry. (Parel)	.	"	"	.	"
32—1921	Saasoon Saleh Levy	Jewish	.	New Nagpada	.	.	Lately a petty dealer in country soap and now unemployed.	.	15th	"	.	"
33—1921	Venkat Satvaji Jawalkar	Hindu	.	Dadar	.	.	A Jobber in the Bombay Cotton Mills, Ltd.	.	17th	"	.	"
34—1921	Musa Usman Memon	Mahomedan	.	Ghogari Molla	.	.	Lately a petty dealer in cloth and now unemployed.	.	"	"	.	"
35—1921	Maruti Gopal Shedgi	Hindu	.	Kala Chawki	.	.	A Bullock Cart driver	.	"	"	.	"

Notice is hereby given that the orders of adjudication made herein against the undermentioned Insolvents have been this day annulled—*contd.*

No.	Name.	Denomination.	Address in Bombay.	Description,	DATE OF ADJUDICATION.		
					Day.	Month.	Year.
36—1921	Manilal Odhowji Kapadia . . .	Hindu . . .	Sleater Road . . .	Lately a Stationery Merchant in the name of Manilal and Brothers and now unemployed.	17th	January	1921
37—1921	James David . . .	Native Christian . . .	Trimbak Paresram Street . . .	Lately an extra Moulder and now unemployed	"	"	"
38—1921	Hassam Jusab Memon . . .	Mahomedan . . .	Olsa Molla . . .	Lately a hawker in fruits and now unemployed	"	"	"
39—1921	Syedally Inteadally Inamdar . . .	" . . .	Sanker Molla . . .	A fitter in the Bombay Electric Supply and Tramway Co., Ltd.	"	"	"
40—1921	Gordhandas Hemraj Thanvi . . .	Hindu . . .	Kalbadevi . . .	A broker in gold . . . . .	19th	"	"
41—1921	Fidahusein Altafihusein Suleman . . .	Mahomedan . . .	Nalbazar . . .	Lately a manufacturer of glasswares in partnership with Fakir Mahomed Kheku Dakni in the name of Fakir Mahomed Glass Manufacturing Co. at Kurla and now unemployed.	"	"	"
42—1921	Haji Suleman Haji Allimahomed Memon.	" . . .	Mahim Bazar Road . . .	A servant in the employ of Usman Ahmed . . .	22nd	"	"
43—1921	Shariar Pestonji Karanjia . . .	Parsi . . .	Tardeo . . .	Lately a publisher of Kohinoor Race tip and now unemployed.	20th	"	"
44—1921	Mahomed Rehman Sheik . . .	Mahomedan . . .	Lower Parel . . .	A Boilermaker in the B., B. and C. I. Ry. at Parel	"	"	"
45—1921	Husein Rasul Shaik . . .	" . . .	Lower Parel . . .	A fitter in the B., B. and C. I. Railway at Parel	"	"	"
47—1921	Joseph Samuels . . .	Jewish . . .	Ripon Road . . .	Lately a speculator in shares of different Joint Stock Companies and now unemployed.	"	"	"
48—1921	William Raimos . . .	Native Christian . . .	Jacob Circle . . .	Lately a fitter in the G. I. P. Ry. and now unemployed.	"	"	"
50—1921	Yenkatil alias Ankaya Gawrappa Mamil.	Hindu . . .	Kamathipura 2nd Lane . . .	A Jobber in the Moti Mills, Ltd. . . .	21st	"	"

54—1921	Hiralal Dwarkadas Bhagat . . .	" . . .	1st Fanaswadi . . .	Lately a dealer in gold and silver and now unemployed.	24th	" . .	"
55—1921	Yea Gowria Dhutrey . . .	" . . .	Sewri (Wadala) . . .	An Engine Driver in the Bombay Port Trust	"	" . .	"
56—1921	Bhikaji Atmaram Naik . . .	" . . .	Zaoba's Oart, Thakurdwar . . .	A Muccadum in the Bombay United Spinning and Weaving Co., Ltd.	25th	" . .	"
57—1921	Karamsy Bhawan Thucker . . .	" . . .	Bhendy Bazar . . .	A servant in the employ of Ramji Manji.	"	" . .	"
58—1921	Maganlal Chotalal Mehta . . .	" . . .	Gol Pitha . . .	Formerly trading with Govindlal Harivalabhdas Mehta as a dealer in thread, etc., and lately a dealer in thread on his own account and now unemployed.	"	" . .	"
63—1921	Raghunath Pomaji Sha . . .	" . . .	Gulalwadi (before imprisonment)	Formerly trading in partnership with Hansraj Pomaji in the name and style of Somaji Vajianji in brass and copper vessels in Poona at Vetal Peth and now unemployed.	"	" . .	"
65—1921	Mahomed Haji Ida Hindustani . .	Mahomedan . . .	Kamathipura 1st Lane . . .	Lately a petty dealer in cloth and now unemployed.	26th	" . .	"
67—1921	Chalwa Dewa Balgai ] . . .	Hindu . . .	Dhobi Talao . . .	Lately a hack Victoria Driver and now unemployed.	27th	" . .	"
69—1921	Mahomed Haji Sidik Haji Makrani	Mahomedan . . .	Walkeshwar Road . . .	A Chauffeur in the service of H. Suleiman	28th	" . .	"
72—1921	Bhagia Rama Jadhav alias Kadam	Hindu . . .	Kamathipura 6th Lane . . .	A Plumber in the British India Steam Navigation Co., Ltd., Mazagon.	31st	" . .	"
608—1920	Sorabji Edulji Panthaki and Govindrao Madhowrao Juwekar.	Parsi and Hindu respectively.	Khetwadi 2nd Lane . . .	Doing partnership business as grass merchants under the name and style of Sorabji Edulji & Co., at Umbergaon and Bombay.	11th October	. .	1920
275—1922	Haridas Shamdas Thucker . . .	Hindu . . .	Holichakla . . .	Lately a speculator in shares of Joint Stock Companies, and now unemployed.	30th March	. .	1922
605—1922	Zinibai Mawji Bhat . . .	" . . .	Kandewadi . . .	A prostitute . . .	17th July	. .	"

CHIEF CLERK'S OFFICE, HIGH COURT,  
Bombay, this 19th day of September 1922.]

K. A. BHOJWANI,  
Chief Clerk.

**IN THE HIGH COURT OF BOMBAY.**

**In Insolvency.**

Notice is hereby given that the petitions of the several persons hereunder named and described have been presented to this Court, praying, respectively, for the benefit of the Presidency-Towns Insolvency Act, 1909 (III of 1909) :—

No.	Name	Denomination	Address in Bombay	Description	DATE OF PRESENTING THE PETITIONS.			DATE OF THE ADJUDICATION.		
					Day.	Month.	Year.	Day.	Month.	Year.
831—1922	Ugra Hira Kharwa . . .	Hindu . . .	Jacob Circle . . .	Lately a dealer in cowdung cakes and now unemployed.	19th	September	1922	19th	September	1922
832—1922	Khima Wakta Kharwa . . .	" . . .	" . . .	Lately a dealer in cowdung cakes and now unemployed.	"	"	"	"	"	"
829—1922	Vithabai, widow of the late Balwantrao Pandurang Nandorkar.	" . . .	12, Girgaum . . .	Unemployed . . .	"	"	"	"	"	"
830—1922	Govind Kashiram Patoley . . .	" . . .	40, Thakurdwar Road . . .	A Pressman in the <i>Times of India</i> Printing Press.	"	"	"	"	"	"
833—1922	Harji Nathoo Sha . . .	" . . .	35, Sutar Chawl . . .	A servant in the employ of Mohanlal Kuverji at Marwari Bazar.	"	"	"	"	"	"
834—1922	Mahomed Raffi Mahomed Shaffi Shaikh.	Mahomedan . . .	65, Princess Street . . .	Lately a dealer in cutlery in partnership with Mahomed Taki Mahomed Shaffi, Mahomed Ahmed Mahomed Shaffi and Mahomed Jusaf Mahomed Shaffi in the name of Mahomed Shaffi Karimuddin at 120 Cutlery Bazar at 47, Old Kazi Street and now a clerk in the employ of H. S. Abdul Gunny & Co., Princess Street.	"	"	"	"	"	"
836—1922	Govind Balkrishna Powar, Keshow Ramchandra Powar and Sakharam Ramchandra Powar.	Hindu . . .	1st Debtor at Matunga Vadala and the other two at 35, Kurla Chua Bhatti.	The 1st Debtor lately a polisher in the G. I. P. Ry. at Matunga and now a polisher, and the 2nd Debtor a petty dealer in vegetables at Sion, and the 3rd Debtor a sawyer in the G. I. P. Ry. at Matunga.	20th	"	"	20th	"	"
837—1922	Oomersey Raoji Sha . . .	" . . .	Bhat Bazar, Mandvi . . .	Lately a grain dealer at Bhat Bazar and now unemployed.	21st	"	"	21st	"	"
838—1922	Gajanan Bapuji Dighe . . .	" . . .	Bhaijiwanji Lane, Girgaum.	A clerk in the <i>Advocate of India</i> office . . .	"	"	"	"	"	"
839—1922	Anandrao Narayenrao Javeri . . .	" . . .	Thakurdwar Lane . . .	Lately a jeweller at Bhuleshwar and now unemployed.	"	"	"	"	"	"

840—1922	Frank Monro Gadney . . .	European . . .	Barrow Road, Apollo Bunder.	A Commission Agent . . .	" " . " " " " . "
841—1922	Abdul Bassul Habib Bullah Chopdawalla.	Mahomedan . . .	Parsi Gulli, Mirza Street	Lately a dealer in stationery at Bhajipala Lane and now unemployed.	" " . " " " " . "
843—1922	Abdulhusein Mahomedally Heptulla <b>h</b> ai Dawoodi Vora.	" . .	8, New Sandhurst Road, Dongri.	Lately a petty grocer at Crawford Market and now a servant in the employ of Abdulhusein Golamally at Dongri.	22nd " . " " " . "
844—1922	Khudabux Allisab Pathan . . .	" . .	10, Lower Parel, Delisle Road.	Lately a hawker in soaps at Parel and now unemployed.	" " . " " " . "
845—1922	Shantaram Purshotam Bhiwankar.	Hindu . . .	Thakurdwar . . .	Lately a clerk in the Central Bank of India and now unemployed.	" " . " " " . "
846—1922	Maneckji Jamasji Balsara . . .	Parsi . . .	Khetwadi Back Road . . .	A priest . . .	" " . " " " . "
847—1922	Vishram Meghji Sha . . .	Hindu . . .	Holi Chakla . . .	A servant in the employ of Bachubhai Trimbowandas.	" " . " " " . "
848—1922	Gulabshankar Gowrishankar Vakil.	" . .	Gamdevi, Harvey Road	Formerly a partner in the Agency firm of the Eastern Commercial Corporation, Ltd., and also Secretary to Fazalbhai Jaumbhai Lalji and now unemployed.	25th " . " " 25th " . "
849—1922	Hargowan Jiwan Jani . . .	" . .	No. 65-67, Champa Gully	Formerly a contractor for the theatrical performances and also a share speculator and now a clerk in the employ of Messrs. D. C. Patel & Co., Coal Merchants.	" " . " " " . "
850—1922	Dawoodbhoy Abdullali Bookwala.	Mahomedan . . .	21, Sarang Street . . .	A book binder in the name of Abdullali Musabhoj at Sarang Street and now unemployed.	" " . " " " . "
852—1922	Jethalal Parbhudas Sha . . .	Hindu . . .	Mangaldas Cloth Market, Shop No. 78.	Lately a petty dealer in cloth and now a salesman in the employ of Oodhowji Pragji at Mangaldas Market, Mirchi Gulli.	" " . " " " . "

Orders in the matters of the abovenamed Debtors' petitions that the said Debtors have been adjudged Insolvents, and that the real and personal estate and effects of the said Insolvents do vest in the Official Assignee of this Honourable Court have been duly made.

CHIEF CLERK'S OFFICE, HIGH COURT, }  
Bombay, the 25th day of September 1922. }

K. A. BHOJWANI,  
Chief Clerk.

**IN THE HIGH COURT OF BOMBAY.**

**In Insolvency.**

Notice is hereby given that on the 19th day of September 1922 this Court dismissed the petition of the undermentioned Insolvent.

No.	Name.	Denomination.	Address in Bombay.	Description.	DATE OF THE PETITION.		
					Day.	Month.	Year.
25—1921	Welji Parbat Sha . . .	Hindu . . .	338, Dongri Street, Mandvi	Lately a speculator in shares of different Joint Stock Companies in the name of Ratansi Chaturbhuj and now unemployed.	13th	January	1921

CHIEF CLERK'S OFFICE, HIGH COURT,  
Bombay, this 25th day of September 1922. }

K. A. BHOJWANI,  
Chief Clerk.

**IN THE HIGH COURT OF BOMBAY.****In Insolvency.**

No. 763 of 1922.

Dated the 19th September 1922.

*Re* Ramchandra Lalchand and Laxmon Lalchand, both of Bombay, Hindu Inhabitants who until recently carried on business as Exchange, Share, Stock and Hundy Brokers, under the name and style of Lalchand Jasodanandas & Co.: adjudged Insolvents.

*Ex parte* Joseph Jacob Sopher . . . . . Petitioning Creditor.

Whereas the abovenamed Ramchandra Lalchand and Laxmon Lalchand, have been this day duly adjudged to have committed acts of Insolvency under Section IX of the Presidency-Towns Insolvency Act, 1909 (III of 1909). It is ordered that all the estate and effects of the said Insolvents do vest in the Official Assignee of this Honourable Court, and it is further ordered that the said Insolvents do, immediately after the service of the order of adjudication upon them, attend the Office of the said Official Assignee.

No. 826 of 1922.

Dated the 19th September 1922.

*Re* Umedchand Makanji, Dhirajlal Punamchand and Manilal Halobhai all of Bombay, Hindu Inhabitants till lately carrying on business of Goldsmiths and Jewellers at Javeri Bazar, near Mumabadevi under the name and style of Dhirajlal Punamchand & Co., and also under the name and style of Sheshmal Punamchand & Co., at Mumabadevi outside the Fort of Bombay and also under the name and style of Umedchand Dhirajlal & Co., at 156, Harrison Road, Calcutta: Adjudged Insolvents.

*Ex parte* F. Friedmann Diamond Trading Co. . . . . Petitioning Creditors.

Whereas the abovenamed Umedchand Makanji, Dhirajlal Punamchand and Manilal Halobhai have been this day duly adjudged to have committed acts of Insolvency under Section IX of the Presidency-Towns Insolvency Act, 1909 (III of 1909). It is ordered that all the estate and effects of the said Insolvents do vest in the Official Assignee of this Honourable Court, and it is further ordered that the said Insolvents do, immediately after the service of the order of adjudication upon them, attend the Office of the said Official Assignee.

K. A. BHOJWANI,

Chief Clerk.

**IN THE CHIEF COURT OF LOWER BURMA.****Insolvency Jurisdiction.**

CASE No. 175 of 1922.

Rangoon, the 15th September 1922.

In the matter of Kasonji Dharamshi Joshi, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Kasonji Dharamshi Joshi, Broker of No. 23, Barr Street, Rangoon, on the 13th day of September 1922, an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the 15th day of September 1922 against the said Kasonji Dharamshi Joshi.

CASE No. 176 of 1922.

Rangoon, the 18th September 1922.

In the matter of Maung Po Kyin, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Maung Po Kyin, residing at No. 8, Municipal Bazar, Rangoon, on the 14th day of September 1922, an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the 18th day of September 1922 against the said Maung Po Kyin.

## CASE No. 177 OF 1922.

Rangoon, the 18th September 1922.

In the matter of A. Rajandram Pillay, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by A. Rajandram Pillay, Clerk to Messrs. Barnett Brothers, Sule Pagoda Road, Rangoon, residing at No. 26, 37th Street, Rangoon, on the 18th day of September 1922, an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the same day against the said A. Rajandram Pillay.

## CASE No. 178 OF 1922.

Rangoon, the 18th September 1922.

In the matter of Valu Perumal, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Valu Perumal at 31 Ahlone in Forest Road, Rangoon, on the 18th day of September 1922, an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the same day against the said Valu Perumal.

## CASE No. 179 OF 1922.

Rangoon, the 19th September 1922.

In the matter of Ko Lu Dok, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Ko Lu Dok, Cooly, residing at Kanoungto West, Rangoon, on the 19th day of September 1922, an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the same day against the said Ko Lu Dok.

## CASE No. 180 OF 1922.

Rangoon, the 20th September 1922.

In the matter of Amijee Malla Kadibhoy, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Amijee Malla Kadibhoy, Trader, of No. 64, 30th Street, Rangoon, on the 20th day of September 1922 an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the same day against the said Amijee Malla Kadibhoy.

## CASE No. 85 OF 1921.

Rangoon, the 19th September 1922.

In the matter of Hashim Suleman of No. 4, China Street, Rangoon.

Notice is hereby given that the order of this Court adjudging the said Hashim Suleman, an insolvent pursuant to the provisions of the Presidency-Towns Insolvency Act, 1909, was annulled by an order made on the 6th day of September 1922.

## CASE No. 114 OF 1922.

Rangoon, the 18th September 1922.

In the matter of Beebath Bania, Pickles seller, at No. 62, 123rd Street in Kalabasty, Rangoon.

Notice is hereby given that the order of this Court adjudging the said Beebath Bania, an insolvent pursuant to the provisions of the Presidency-Towns Insolvency Act, 1909, was annulled by an order made on the 18th day of September 1922.

## CASE No. 181 OF 1922.

Rangoon, the 22nd September 1922.

In the matter of Wazuddin, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Wazuddin, Filter, residing at No. 36, Maymyo Street, Rangoon, on the 20th day of September 1922 an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the 22nd day of September 1922 against the said Wazuddin.

## CASE No. 182 OF 1922.

Rangoon, the 26th September 1922.

In the matter of Maung Kyin Foke, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Maung Kyin Foke, unemployed, No. 214, Merchant Street, Rangoon, on the 25th day of September 1922, an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the 26th day of September 1922 against the said Maung Kyin Foke.

## CASE No. 183 OF 1922.

Rangoon, the 28th September 1922.

In the matter of Mohamed Jamal, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Mohamed Jamal, Fitter, residing at 54, Suratee Garden, Mywegone, Rangoon, on the 25th day of September 1922, an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the 28th day of September 1922 against the said Mohamed Jamal.

## CASE No. 184 OF 1922.

Rangoon, the 26th September 1922.

In the matter of Konda Latchanna, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Konda Latchanna, Boat-Tindel, in Messrs. Bulloch Bros. Co.'s Godown, Yatmye Quarter, upper Pazungdaung, Rangoon, on the 25th day of September 1922, an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the 26th day of September 1922 against the said Konda Latchanna.

## CASE No. 185 OF 1922.

Rangoon, the 26th September 1922.

In the matter of Wali Mohamed, Insolvent.

Notice is hereby given that on a petition for the benefit of the Presidency-Towns Insolvency Act, 1909, presented by Wali Mohamed of 69, 30th Street, now a civil prisoner in the civil jail of Rangoon, on the 26th day of September 1922 an order of adjudication of insolvency was made by the Chief Court of Lower Burma on the same day against the said Wali Mohamed.

## CASE No. 75 OF 1922.

Rangoon, the 26th September 1922.

In the matter of Rowshan Deen, Tea-shop keeper, residing at 36, 64th Street, Rangoon.

Notice is hereby given that the order of this Court adjudging the said Rowshan Deen, an insolvent pursuant to the provisions of the Presidency-Towns Insolvency Act, 1909, was annulled by an order made on the 15th day of September 1922.

E. W. W. XAVIER,  
Registrar.

**IN THE COURT OF SHEIKH DIN MOHAMMAD, M.A., JUDGE,  
INSOLVENCY COURT, DELHI.**

Notice is hereby given under section 30 of the Provincial Insolvency Act (V of 1920) that the undermentioned person adjudged Insolvent by this Court, on the date mentioned in column 4. Creditors are hereby required to prove their debts as soon as possible.

The Official Receiver has been appointed Receiver in the case.

1	2	3	4
No. of case.	NAME, PARENTAGE, OCCUPATION AND PLACE OF RESIDENCE OF THE Petitioner.		Date on which the petitioner was adjudged Insolvent.
6 of 1922	Firm Sheikh Uttaul Rahman, Merchant of Chandni Chawk, Delhi.	L. Roof Narain Raj Nain of Delhi and 94 others.	26th October 1922.

Insolvents granted one year's time in which to apply for an order of discharge.

Notice is hereby given under section 19 of Act V of 1920 that the undermentioned persons have applied to this Court to be adjudged Insolvents and that their applications having been admitted and will be heard on the date specified in column 4 of the statement below, any creditors wishing to oppose the same may appear on the date fixed either in person or by a pleader or through any authorised agent:—

1	2	3	4
Number of the case.	NAME, PARENTAGE, OCCUPATION AND PLACE OF RESIDENCE OF THE Applicants.	Creditors.	Date fixed for hearing the application.
26 of 1922	Abdul Majid, son of Kar'm Buksh Jhaman of Delhi and 13 others of Hazquazi, Delhi.		26th October 1922.
27 of 1922	Gando Mal, son of Gannushi Lal Moola of Delhi and 14 others Halwai of Farash khan, Delhi.		26th October 1922.

DIN MOHAMMAD,  
Judge, Insolvency Court, Delhi.

## **MILITARY ACCOUNTS DEPARTMENT.**

## NOTIFICATIONS.

Simla, the 27th September 1922.

**No. 6375-A.**—The following reversions of Deputy Assistant Controllers in the office of the Controller of Military Accounts, Western Command and Sind-Rajputana District, have been made, with effect from the dates shown against each:—

Name.	From	To	Date.
Mr. G. R. Henry . .	Deputy Assistant Controller (temporary).	Deputy Assistant Controller (Officiating).	From 31st July 1922.
Mr. Hardas Ram . .	Deputy Assistant Controller (Officiating).	Accountant . .	Ditto.
Mr. R. Muthuswamy Iyer .	Ditto . .	Ditto . .	From 5th August 1922.

**No. 6876-An.**—Rai Sahib Hukum Chand, Deputy Assistant Controller, Military Accounts Department, has been granted privilege leave for one month with effect from the 11th September 1922.

**No. 6377-An.**—Mr. G. E. Radcliffe, an Accountant in the office of the Controller of Military Accounts, Baluchistan District, has been appointed to officiate as a Deputy Assistant Controller in that office with effect from the 11th September 1922.

**No. 8378-An.**—Mr. G. P. Duckworth, Deputy Assistant Controller, Military Accounts Department, was granted privilege leave for 10 days with effect from the 5th September 1922.

**No. 6379-An.**—The following appointments and reversion of Deputy Assistant Controllers in the office of the Controller of Military Accounts, Madras District, have been made with effect from the dates specified against each:—

Name.	From	To	Date.
Mr. S. Mallayya Naidu .	Accountant . . .	Deputy Assistant Controller (Officiating).	From 14th August 1922.
Mr. C. K. Ranganatha Mudaliar.	Deputy Assistant Controller (Officiating).	Accountant . . .	Ditto.
Ditto . . .	Accountant . . .	Deputy Assistant Controller (Officiating).	From 5th September 1922.

**No. 6380-An.**—Mr. Ganga Ram, Deputy Assistant Controller (temporary) in the office of the Controller of Military Accounts, Tumore District, reverted to his own grade with effect from the 28th August 1922.

**No. 6381-An.**—The following reversions of Deputy Assistant Controllers in the office of the Controller of Military Accounts, Eastern Command and United Provinces District, have been made with effect from the 21st August 1922:—

Name.	From	To
Mr. S. C. Mukherji . . .	Deputy Assistant Controller (temporary)	Accountant.
Mr. C. Kuppuswami Mudaliar .	Ditto ditto .	Deputy Assistant Controller (Officiating).
Mr. K. L. Bhattacharya . . .	Deputy Assistant Controller (Officiating).	Accountant.

**No. 6382-An.**—The following reversions and promotions of Deputy Assistant Controllers in the office of the Controller of Military Accounts, Baluchistan District, have been made with effect from the dates shown against each:—

Name.	From	To	Date.
Mr. N. R. Mudaliar .	Deputy Assistant Controller (temporary).	Accountant . . .	From 10th June 1922.
Mr. H. Williams .	Ditto	Ditto . . .	From 1st July 1922.
Mr. Punjab Singh .			
Mr. Bhagat Ram .			
Mr. G. E. Reddiffe .	Ditto . . .	Ditto . . .	From 23rd August 1922.
Mr. W. M. O'Neill .	Accountant . . .	Deputy Assistant Controller (temporary).	From 1st July 1922.
Mr. V. R. Sarma . . .	Ditto . . .	Ditto . . .	From 23rd August 1922.

**No. 6383-An.**—Mr. G. R. O'Dowd, B.A., Military Accounts Department, was granted leave for 4 days in extension of the leave granted to him in Military Accounts Department Notification No. 11118-An., dated the 10th March 1922.

Simla, the 28th September 1922.

**No. 6421-An.**—Mr. Madan Lal, officiating Deputy Assistant Controller in the office of the Controller of Military Accounts, Peshawar District, reverted to his own grade with effect from the 12th September 1922.

**No. 6422-An.**—Major (local Lieut.-Colonel) L. F. Wyld, O.B.E., I.A., Controller of Military Accounts, Central Provinces District, has been granted privilege leave for 60 days with effect from the 30th August 1922.

R. E. CARR-HALL, Colonel,  
Military Accountant General.

## REPORTS OF DESERTION.

Report of a Deserter or Absentee without leave from the 2nd Battalion, Devonshire Regiment, dated at Quetta, this 24th day of September 1922.

Number, Rank and Name—5609991, Private, Percival Russell Oldenburg.	Parish and County in which born—Holloway, London.
Age—20 years 4½ months.	Date of Desertion or Absence—22nd September 1922.
Height—5 feet 1½ inches.	Place of Desertion or Absence—Quetta, Baluchistan, India.
Colour of—Complexion, fresh; hair, dark brown; eyes, blue.	Marks—Nil.
Trade—Kitchen Porter.	Under 4 years' service
Date of Enlistment—13th May 1919.	
Place of Enlistment—Stratford, London.	

W. H. RADCLIFFE, Lt.-Adjt. for Lt.-Colonel,  
Commanding 2nd Battalion, Devonshire Regiment

Report of a Deserter from the Indian Machine Gun Section, 1st Cheshire Regiment, dated at Ranikhet, this 27th day of September 1922.

Number, Rank and Name—2514, Driver, Din Dayal.	Date of Desertion or Absence—21st July 1922.
Age—22 years.	Place of Desertion or Absence—Bhowali, United Provinces.
Height—5 feet 6½ inches.	Marks—A transverse scar on left forearm. Scar on left trochanter of femur.
Date of Enlistment—8th June 1920.	Under 3 years' service.
Place of Enlistment—Lucknow.	
Parish and County in which born—Village Tirhwa, Thana Deobpur, District Cawnpore.	

Report of a Deserter from the Indian Machine Gun Section, 1st Cheshire Regiment, dated at Ranikhet, this 27th day of September 1922.

Number, Rank and Name—2510, Driver, Ram Dayal.	Date of Desertion or Absence—17th July 1922.
Age—26 years.	Place of Desertion or Absence—Bhowali, United Provinces.
Height—5 feet 6½ inches.	Marks—Two big scars right leg. A mole near the left ala of the nose.
Date of Enlistment—10th September 1920.	Under 2 years' service.
Place of Enlistment—Lucknow.	
Parish and County in which born—Village Chakatnagar, Thana Schson, District Ettawah.	

B. H. CHETWYND-STAPYLTON, Lt.-Col.,  
Commanding 1st Battalion, Cheshire Regiment.

Report of a Deserter or Absentee without leave from the 2nd Battalion, The South Wales Borderers, dated at Jhansi, this 29th day of September 1922.

Number, Rank and Name—7177864, Private, Brimble, S. J.	Parish and County in which born—Aberavchan, Monmouthshire.
Age—28 years and 6 months.	Date of Desertion or Absence—22nd September 1922.
Height—5 feet 3½ inches.	Place of Desertion or Absence—Jhansi.
Colour of—Complexion, yellow; hair, dark brown; eyes, brown.	Marks—Three scars on back. Small scar right temple.
Trade—Collier.	Over 3 years' service.
Date of Enlistment—12th February 1919.	
Place of Enlistment—Brecon, South Wales, England.	

Report of a Deserter or Absentee without leave from the 2nd Battalion, The South Wales Borderers, dated at Jhansi, this 29th day of September 1922.

Number, Rank and Name—8004081, Private, Jessop, S. H.	Place of Enlistment—London.
Age—28 years.	Parish and County in which born Peterboro'.
Height—5 feet 9 inches.	Date of Desertion or Absence—22nd September 1922.
Colour of—Complexion, fresh; hair, dark brown; eyes, blue.	Place of Desertion or Absence—Jhansi.
Trade—Motor Driver.	Marks—Heart, "etc.," left forearm. Female, "etc.," on lower forearm.
Date of Enlistment—13th March 1910.	Over 3 years' service.

O. M. WALES, Capt. and Adj., for Lt.-Col.,  
Commanding 2nd Bn., South Wales Borderers,

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Quinoidine Sulphate . . . . .	—	—	52
Cinchonidine Sulphate . . . . .	16	16	17
Cinchonine Sulphate . . . . .	16	16	17
Cinchona Febrifuge (Powder) . . . . .	8	8	9
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Quinoidine (Tablets) . . . . .	9	9	10
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*Transit Charges are in Addition to the above prices in every case.*

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1. Drugs are sold for cash only preferably by Remittance Transfer Receipts or Treasury Challans payable in advance.

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3. The name of the Railway and Steamer Station or Post Office must be written distinctly when the Parcels are required by Rail, Steamer or by Post.

4. A scale of Postage is given below:—

- |                       |                     |                    |
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| (3) 1 lb. 8 anns.     | (6) 2½ lbs. 1-1-0.  | (9) 4 lbs. 1-7-0.  |

*N.B.—Postage stamps are not accepted as revenue.*

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**NORTH WESTERN RAILWAY.****NOTIFICATIONS.**

Lahore, the 25th September 1922.

**No. 54.**—Mr. A. M. Freeman, Assistant District Traffic Superintendent, is granted leave on average pay (privilege leave) for one month with effect from the 4th September 1922.

**No. 55.**—Mr. A. S. Hay, Assistant Executive Engineer, is granted leave on average pay for 5 weeks with effect from the 26th September 1922 or subsequent date.

C. W. WILKINSON, Colonel,  
Agent, N. W. Railway.

**SURVEY OF INDIA.****Northern Circle.****NOTIFICATION.**

Mussoorie, the 22nd September 1922.

**No. 6.**—Mr. F. C. Saint, Extra Assistant Superintendent, Survey of India, was granted leave on average salary for 1 month and 14 days (including privilege leave for 10 days) from 1st May 1922, under Fundamental Rules.

H. WOOD, Lt.-Colonel, R.E.,  
Superintendent, Northern Circle.

**POSTS AND TELEGRAPHS.****(Telegraph Engineering.)****NOTIFICATIONS.**

Calcutta, the 3rd October 1922.

**No. D. P.-295.**—The following officiating promotion in the upper subordinate establishment (Engineering Branch) is sanctioned with effect from the date specified:—

Name.	From	To	With effect from
Mr. Mulraj Suda . . .	Engineering Supervisor	Deputy Assistant Engineer, 2nd Class, officiating.	3rd June 1922 to 9th July 1922.

**No. D. M.-549.**—The following officiating promotion in the upper subordinate establishment (Engineering Branch) is sanctioned with effect from the date specified:—

Name.	From	To	With effect from
Mr. G. C. Wittenbaker . . .	Engineering Supervisor	Deputy Assistant Engineer, 2nd Class (Officiating).	24th February 1922 to 13th July 1922.

G. R. CLARKE,  
Director-General of Posts and Telegraphs.

**POSTS AND TELEGRAPHS.****(Telegraph Traffic.)****NOTIFICATIONS.**

Calcutta, the 2nd October 1922.

**No. G. D.-3.**—Mr. A. P. D'Silva, Deputy Superintendent, 2nd class, officiated as Deputy Superintendent, 1st class, from the 1st to the 23rd April 1922.

**No. G. P.-59.**—Mr. S. Lawrence, Deputy Superintendent, 1st Class, and officiating Superintendent, Allahabad Telegraph Office, is appointed permanently on probation to the second division of the Superior Traffic Branch with effect from the 25th October 1921.

2. This cancels Notification No. G. D.-7, dated the 13th December 1921, so far only as the promotion of Mr. Lawrence is concerned.

**No. G. P.-68.**—Mr. F. Selwyn, Assistant Superintendent, Central Telegraph Office, Bombay, is granted leave on average pay for two months with effect from the 2nd August 1922.

Mr. C. A. Ball, who was officiating in the second division of the Superior Traffic Branch as Superintendent, Telegraph Traffic, Bombay Circle, in the arrangements *vice* Mr. M. C. Johnson on leave, continues to officiate in that division from the 7th August 1922 *vice* Mr. F. Selwyn on leave.

G. R. CLARKE,  
Director-General of Posts and Telegraphs.

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